

FOURTEENTH ANNUAL REPORT
OF THE
Railroad Commission
OF THE
State of Florida

FOR THE YEAR ENDING FEB. 28, 1911.

SEP 23 1915



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Tallahassee, Fla.

1911

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COMMISSIONERS.

GEO. G. McWHORTER, *Chairman*, Commissioner; } Aug. 17,
E. J. VANN, Commissioner; } 1887, to
WILLIAM HIMES, Commissioner; } June 13,
JOHN G. WARD, *Secretary*. } 1891.

(Commission was abolished by Act of Legislature, 1891;
was re-created by Act of Legislature, 1897.)

R. H. M. DAVIDSON, *Chairman*, Commissioner; } July 1,
HENRY E. DAY, Commissioner; } 1897, to
JOHN M. BRYAN, Commissioner; } Jan. 3,
J. L. NEELEY JR, *Secretary*. } 1899.

HENRY E. DAY, *Chairman*, Commissioner; } Jan. 3,
JOHN M. BRYAN, Commissioner; } 1899, to
JOHN L. MORGAN, Commissioner; } Jan. 8,
JOHN L. NEELEY, *Secretary*. } 1901.

HENRY E. DAY, *Chairman*, Commissioner;
(Henry E. Day resigned October 1, 1902, and
was succeeded by R. Hudson Burr. At the
same time John L. Morgan was elected Chair- }
man for the rest of the term.) }
JOHN M. BRYAN, Commissioner; } Jan. 8,
JOHN L. MORGAN, Commissioner; } 1901, to
JOHN L. NEELEY, *Secretary*. } Jan. 6,
 } 1903.
(John L. Neeley resigned October 1, 1901, and
Royal C. Dunn was elected as his successor.) }

JEFFERSON B. BROWNE, *Chairman*, Commissioner; } Jan. 6,
R. HUDSON BURR, Commissioner; } 1903, to
JOHN L. MORGAN, Commissioner; } Jan. 3,
ROYAL C. DUNN, *Secretary*. } 1905.

JEFFERSON B. BROWNE, *Chairman*, Commissioner; } Jan. 3,
R. HUDSON BURR, Commissioner; } 1905, to
JOHN L. MORGAN, Commissioner; } Jan. 8,
ROYAL C. DUNN, *Secretary*. } 1907.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 8, 1907, to
JOHN L. MORGAN, Commissioner;	
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, <i>Secretary</i> .	
R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 4, 1909, to
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
S. E. COBB, <i>Secretary</i> .	} Jan. 3, 1911.
(S. E. Cobb resigned September 5, 1909, and J. Will Yon was elected as his successor.)	

REPORT OF RAILROAD COMMISSION STATE OF FLORIDA.

Tallahassee, Fla., March 1, 1911.

To His Excellency, Albert W. Gilchrist,
Governor of Florida,

SIR—In obedience to the law, the Railroad Commissioners have the honor to submit to you their Annual Report for the period beginning March 1, 1910, and ending February 28, 1911, the same being the Fourteenth Annual Report.

PHYSICAL CONDITION OF RAILROADS.

Under this head the Commissioners call your attention to the report of their Inspecting Engineer, which will be found elsewhere in this report.

The Commissioners have found it necessary during the past year upon the report and recommendation of their Inspecting Engineer to issue an Order against the Tavares & Gulf R. R. directing that company to do certain work on their roadway in order to put the same in a safe condition.

The same is true also of the Atlanta & St. Andrews Bay Ry. This line extends from Dothan, Alabama, to Panama City, Florida. The work ordered to be done on this line is not completed, but will be closely watched and pushed by the Commissioners until the property is in a safe condition.

Inspection of the physical condition of all the railroad lines in Florida has been carried on by the Inspecting Engineer, as heretofore outlined in each Annual Report of the Commission and, but for the two exceptions herein referred to, it is gratifying to the Commissioners to be able to report a steady improvement to the tracks of the rail-

road companies in the State, with every indication that improvements will continue.

LITIGATION.

The status of all matters in litigation in which the Commissioners are interested will be found in the Report of Special Counsel to the Commissioners and will be found elsewhere in this report.

STATE EXPRESS RATES.

Attention was called in our Thirteenth Annual Report that a full schedule of rates had been prepared, together with rules and a classification of express matter covering business done by the Southern Express Company between stations in Florida,—a hearing upon which was had March 17, 1910. At the hearing the Express Company practically made no showing to the Commissioners why an Order should not issue making effective the rates and classification referred to; therefore, such an Order was issued making the rates effective June 15th, 1910. A few days prior to the effective date of the Order the Commissioners were served with notice by the Attorneys for the Express Company that they intended to go before the United States Court and ask for a Restraining Order. This was done,—the matter being heard by Judge W. B. Sheppard. After hearing the same, Judge Sheppard took the matter under advisement, and on July 16th denied the application of the Southern Express Company for an injunction and directed that the rates ordered by the Commissioners should be operated by the Southern Express Company for a reasonable period, effective August 1st, 1910, after which the Express Company would be allowed to make a showing as to the effect of the reduced rates on their revenue as compared with the old rates.

As this report goes to press, an application of the Southern Express Company is pending, asking the Railroad Commissioners to hear them in an effort to make a showing as to the operation of the rates referred to. The Commissioners have agreed to grant them such a hearing early in the month of March.

INTERSTATE EXPRESS RATES.

The Railroad Commission Law of this State makes it

the duty of the Railroad Commissioners to look into the reasonableness of rates charged by carriers into and out of the State, and if such investigations show that the rates are unjust and unreasonable or discriminatory in their nature, then the Commissioners shall call upon the carriers to change the rates.

In our last Annual Report we called attention to the efforts of the Commissioners to induce the Southern Express Company to change its rates upon fruits and vegetables from Florida shipping points to destinations South of the Ohio and Potomac Rivers, and as stated in that report the Southern Express Company declined to meet the views of the Commissioners, thus making it necessary for the Commissioners to petition the Interstate Commerce Commission to take up the matter, and after a hearing to make such Order as to them seemed reasonable. The Interstate Commerce Commission fixed February 20th, 1911, at Jacksonville, Florida, as the time and place to hear the case. At this hearing the Commissioners offered witnesses from various sections of the State to present the reasons and the necessity for a reduction in the rates referred to. The Express Company also offered witnesses to combat a reduction in rates. After hearing all of the testimony thus offered the Examiner for the Interstate Commerce Commission allowed Counsel for the Commissioners until April 1st to file brief, allowing the Express Company's Attorney until April 15th.

CHANGES IN CLASSIFICATION.

Since our last Annual Report the following changes in classification have been made:

Supplement No. 2, Fla. Issued Aug. 19, 1910
 Classification No. 3. Effective Sept. 5, 1910

THE RAILROAD COMMISSION OF THE STATE OF FLORIDA.

Classification No. 3 Reads—

1st.—On Page 53 under the Head of "Oil":

In bbls., carrier's convenience, L. C. L. 4

In bbls., C. L.....	6
In tank cars, C. L.....	6

Changed to Read—

Crude fuel oil in bbls., L. C. L.....	K
In bbls., C. L.....	L
In tank cars, C. L. Min. marked capacity of tank	L

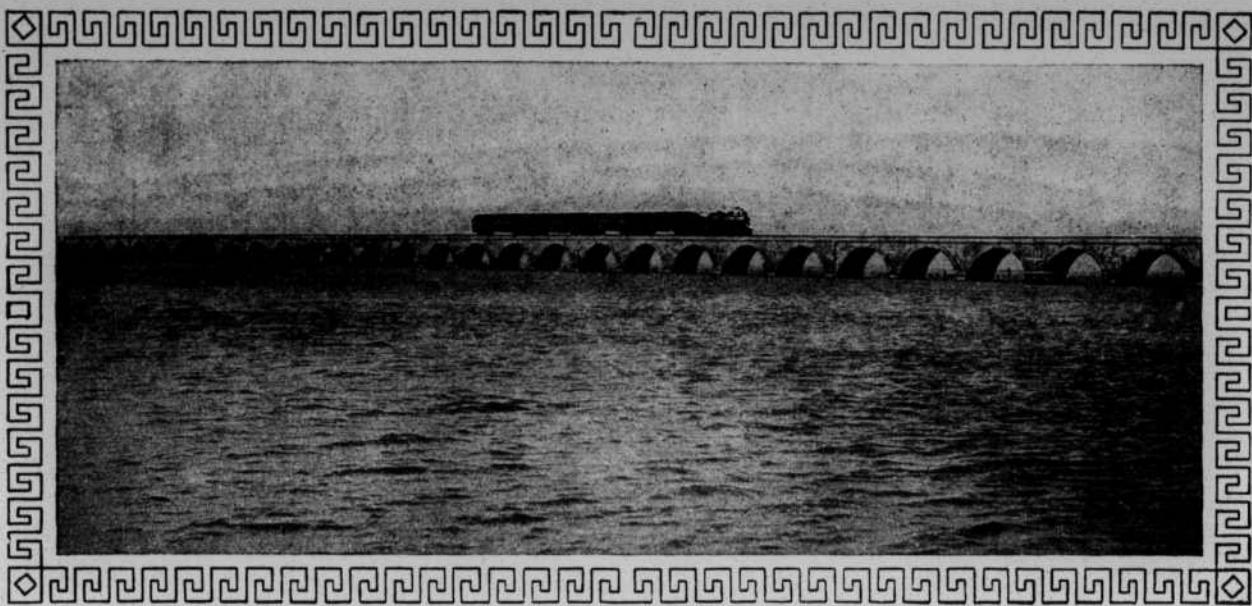
2nd.—On Page 52, under the Head of “Monuments, Gravestones and Tombstones”:

Classification No. 3 Reads—

Marble or granite, not boxed, freight prepaid at option of initial carrier	D1
Marble or granite, lettered, boxed or crated, value limited to 40 cents per cubic foot, freight prepaid or guaranteed, L. C. L.....	1
Same, C. L., min. weight 30,000 lbs.....	3
Marble or granite, not lettered (including parts of monuments, gravestones and tombstones), boxed or crated, value limited to 40 cents per cubic foot, freight prepaid at option of shipper or initial carrier, L. C. L.....	4
Same, C. L., min. weight 30,000 lbs.....	5

Changed to Read—

Marble, granite, cement or concrete, including parts of monuments, gravestones and tombstones, unpacked, freight prepaid at option of initial carrier.....	D1
Marble, granite, cement or concrete, lettered or not lettered, including parts of monuments, gravestones or tombstones, prepaid or guaranteed, <i>viz</i> :	
Agreed to be of value not exceeding \$1.00 per cubic foot, boxed or crated, L. C. L.....	4
Same, C. L., min. weight 30,000 lbs.....	5
Agreed to be of value of more than \$1.00 and not exceeding \$2.00 per cubic foot, boxed or crated, L. C. L.....	3
Same, C. L., min. weight 30,000 lbs.....	5
Agreed to be of value of more than \$2.00 and not exceeding \$4.00 per cubic foot, boxed or crated, L. C. L.....	2



"OVER THE SEA"—F. E. C. RY.—CONCRETE AND STEEL STRUCTURE.

Same, C. L., min. weight 30,000 lbs.....	4
Agreed to be of value of more than \$4.00 per cubic foot	1

3rd.—On Page 31, under the Head of "Fertilizers," add the following:

Fertilizer Material, viz: Dried blood, azotine, hoof meal, king crab, leather meal, wool and hair waste, horn meal, nitrate of soda, sulphate of ammonia, nitrate of ammonia, tankage, dried fish scrap, ground fish scrap, raw bone meal, steamed bone meal, dissolved bone meal, nitrate of potash, cotton seed meal, castor pomace, linseed meal, dried sheep manure, natural guanos, bat guano, high grade acid phosphate, low grade acid phosphate, concerated super-phosphate, dissolved bone black, bone black, bone ash, Thomas slag, soft phosphate, floats, manure salts, raw bone, dissolved bone, steamed bone, high grade sulphate of potash, low grade sulphate of potash, muriate of potash, carbonate of potash, kainit, sylvinit, wood ashes, tobacco stems (whole and ground), tobacco stalks (whole and ground), cotton hull ashes, lobster shells, muck, peat, mussels, crude fish scrap, gypsum (land plaster), minimum car 30,000 lbs., 75% of M.

HEARINGS AND INVESTIGATIONS.

As stated in a former report by far the greater number of complaints made to the Commission are satisfactorily adjusted in an informal way. However, when this method fails a formal hearing is had, at which time the representatives of the complainant and the transportation company are heard. In addition to such matters as have been settled informally during the year and sessions held at the office in Tallahassee, the Commissioners have held meetings at the following places:

Palatka, in March, relative to train connections of F. E. C. Ry. at Palatka and East Palatka. Present, Commissioners Burr, Blitch and Dunn.

Jacksonville, March, 1910, relative to Rule 15-A. Present, Commissioner Burr.

Lake City, April, 1910, relative to uptown express office. Present, Commissioners Burr, Blitch and Dunn.

Jacksonville, April, 1910, relative to East Coast connections F. E. C. Ry. at Palatka, and union passenger station for Tampa. Present, Commissioners Burr, Blitch and Dunn.

Jacksonville, May 4, 1910, conference with Dutton Phosphate Co. relative to rates on phosphate. Present, Commissioners Burr, Blitch and Dunn.

Ft. Pierce and Miami, May, 1910, investigations at the instance of the East Coast Fruit and Vegetable Growers' Association. Present, Commissioners Burr, Blitch and Dunn.

Jacksonville, June, 1910, in attendance upon case before Judge Sheppard, in the matter of State Express business. Present, Commissioners Blitch and Dunn.

July, 1910, hearings held at Williston, Clearwater, Bradenton, Manatee, Coleman, Leesburg and Ocala, relative to rates charged on fruits and vegetables from shipping points to Florida base points when for beyond. Present, Commissioners Burr, Blitch and Dunn.

Also meeting at Clearwater relative to the discontinuance of train service on A. C. L. between St. Petersburg and Tarpon Springs.

Also hearing of wood dealers of Tampa. Present, Commissioners Burr, Blitch and Dunn.

Dade City, July, 1910, hearing and investigation to determine proper location for depot. Present, Commissioners Burr, Blitch and Dunn.

Orlando, July 29th; Lakeland, July 30th; Wauchula, August 1st; Arcadia, August 2nd; Ft. Myers, August 3rd; Winter Haven, August 4th, 1910, relative to rates charged on fruits and vegetables from shipping points to Florida base points when for beyond. Present, Commissioners Burr, Blitch and Dunn.

Tampa, August 5, 1910, conference with fuel wood dealers and traffic men of the A. C. L., S. A. L., and Tampa Northern, with reference to adjustment of wood rates. Present, Commissioners Burr and Dunn.

Investigation of depot facilities at Milliard and Cedar Key, made by Commissioner Blitch in September, 1910, for the Commission.

Jacksonville, September 1910, meeting with traffic officials of F. E. C. Ry., with reference to class rates and local fruit and vegetable rates. Present, Commissioners Burr and Dunn.

Investigations made at Milton, DeFuniak Springs, Chipley and Marianna during the month of October, by Commissioner Dunn for the Commission.

Jacksonville, November, 1910, hearing with railroad traffic men and citrus fruit and vegetable growers on rates from shipping points to Florida base points when intended for beyond. Present, Commissioners Burr, Blitch and Dunn.

Lakeland, December, 1910, informal hearing with Express Superintendents, A. C. L. officials and strawberry growers, with reference to the service given growers by express. Present, Commissioners Burr and Dunn.

Mulberry, December, 1910, investigation as to depot facilities at Mulberry. Present, Commissioners Burr and Dunn.

Jacksonville, December, 1910, conference with F. E. C. Ry. officials relative to various matters in litigation. Present, Commissioners Burr, Blitch and Dunn.

Hosford, December, 1910, in the matter of change in location for depot. Commissioner Blitch representing the Commission.

Wilcox, January, 1911, in the matter of application of A. C. L. to discontinue agency. Application denied. Commissioner Blitch representing the Commission.

Jacksonville, January, 1911, conference with traffic officials F. E. C. Ry., with reference to local fruit and vegetable rates. Commissioner Burr representing the Commission.

Lakeland, January, 1911, hearing with Atlantic Coast Line officials and citizens of Lakeland, with reference to the building of new passenger station. Present, Commissioners Burr, Blitch and Dunn.

At the same time held a meeting with General Superintendent of the A. C. L. and citizens of Youmans, with reference to building a combination station at that point. Present, Commissioners Burr, Blitch and Dunn.

Jacksonville, January 1911, conference with J. P. Beckwith, Vice President F. E. C. Ry., in the matter of local fruit and vegetable rates. Present, Commissioners Burr, Blitch and Dunn.

February, 1911, investigations relating to agencies at White City and Walton. Commissioner Burr representing the Commission.

Orlando, February 11, conference with Counsel relative

to express rates on fruits and vegetables from Florida to Southern markets, hearing of which was to be held in Jacksonville, February 20th. Commissioner Dunn representing the Commission.

Jacksonville, February 18th to 23rd, both inclusive, in the matter of hearing before the Interstate Commerce Commission on rates charged by express from Florida points to markets South of the Ohio and Potomac Rivers. Present, Commissioners Burr, Blitch and Dunn.

DEPOTS AND AGENCIES.

Depots have been ordered built by the Commissioners, all of which have been complied with, or are being complied with, except as hereinafter specified:

- Order 292—Depot at DeLand.
- Order 294—Uptown express office, Lake City.
- Order 301—Depot enlarged at Tavares.
- Order 309—Depot enlarged and side-track extended at Coleman.
- Order 310—Depot improved at Williston.
- Order 311—Depot improved at Wildwood.
- Order 312—Passenger depot built and freight house enlarged at Clearwater.
- Order 316—Depot built at Hanson.
- Order 322—Passenger depot to be built at Lakeland.

Improvements which have been accomplished without Orders are: Depot at Deerland; shed at Drifton; waiting rooms improved at Rosewood; agency re-opened at Homosassa; team track space extended at Whitney; depot enlarged at Pierson; express shed built at Bowling Green; depot improvements at Jennings; agency established at Worthington Springs; freight shed built at Hines; improvements in waiting rooms and train approaches at Manatee; depot re-built at Oxford; freight shed built at Millard; new depot (S. A. L. Ry.) at Dade City.

The citizens of Arcadia, Fla., a station on the Atlantic Coast Line R. R., petitioned the Railroad Commissioners to compel the railroad company to erect a new passenger station at that point, and after an investigation by the Commissioners notice was served on the railroad company fixing the time for both parties to be heard. At this hearing the representatives of the citizens of Arcadia and the

General Superintendent of the Atlantic Coast Line came together, and both joined in a request to the Commissioners to hold the matter in abeyance pending an agreement between them as to the building of such a depot, its size, character of material and the time in which to build it. Such an agreement has been reached and the depot is under construction, therefore, the complaint will be dismissed by suitable order.

The exceptions referred to under this head are as follows: The depot at DeLand, on the A. C. L. R. R., was ordered March 14, 1910. This order directed the building of a combination freight and passenger depot of certain dimensions and the location of same. The railroad company denied the right of the Commissioners to say at what location they should build a depot, but finally advised that, although they did not agree with the Commissioners, the Order would be complied with. However, a few days afterwards the representatives of the John B. Stetson Estate, of which the College Arms Hotel Company is a part, and several citizens of DeLand secured an injunction against the Railroad Commissioners and the railroad company to prevent the enforcement of the Commission's Order so far as it related to the location of the depot. This matter was handled by the Commission's Counsel before the Circuit Court, with the result that Judge Call decided in favor of the Railroad Commissioners,—whereupon, the Attorneys for the Stetson Estate and others took an appeal to the Supreme Court of Florida. The Supreme Court has recently passed upon the question, sustaining the decision of the lower court, and establishing the fact that the Railroad Commissioners have the right under the law to designate the location of a depot.

The depot at DeLand was destroyed by fire in December, 1909, and owing to the litigation referred to the town has been without a depot since that time; however, in view of the decisions of the Supreme Court herein mentioned, the depot will now have to be built.

The Union Passenger Station ordered by the Commissioners at Tampa, mention of which was made in the Commissioners' last Annual Report, has not been constructed yet for the following reasons, although considerable material is on the ground, bids were invited and the contract awarded: Certain properties had to be acquired at the location selected for the depot and passenger tracks. An

effort was made by some to exact exorbitant sums from the Station Company for property needed, and in one case, namely—the Tampa Fertilizer Company, who had a ground lease from one of the interested railroad companies, demanded the sum of \$50,000.00 for the unexpired portion of the lease for moving their fertilizer plant therefrom. This, the Station Company declined to pay. Negotiations were carried on for some time in an endeavor to reach a fair settlement. This failing, condemnation proceedings were brought against the fertilizer company, which have recently been settled, so that as this report goes to press, the plans having been prepared, approved and contract let, and all property rights settled, nothing now stands in the way of beginning this work, which should be completed in time for the handling of business early next Fall.

RATES ON FUEL WOOD.

Fuel wood has been classed under what is termed Class P rates, carload minimum 24,000 pounds, excess in proportion. It was found that the railroad companies in some instances had been issuing special rates on wood lower than the Class P schedule, but that they had not made a uniform reduction as required by law and the rules of the Commission to all points under substantially the same circumstances and conditions, and complaint was also made that the rates were too high, the rates being the same as upon lumber. The Commissioners notified all common carriers to be present at an investigation to be made with reference to these rates, at which a number of wood dealers in the State also appeared.

There being an injunction pending against the Commissioners with reference to Class P ratings, the Commissioners could not order a reduction of the Class P rate, but did succeed in reaching an agreement with the carriers to place these wood rates on a uniform mileage basis and establish a rate of 75 per cent of the Class P rates as the rate to be charged upon fuel wood. This works a reduction on the wood rates as a whole and cuts out the discrimination referred to.

CLASS RATES OF FLORIDA EAST COAST RAILWAY.

Two different meetings were held with the Traffic Managers of the Florida East Coast Railway with reference to their class rates which had been in operation for a number of years. These meetings resulted in an agreement to a new schedule of rates which, taken as a whole, is a reduction of between 15 and 16 per cent. Many of the reductions are much greater, but in some instances rates had been established some years ago in a certain territory to meet water competition, which has not existed for some years. The rates remaining as they did were an apparent discrimination, mileage considered, against points farther distant and was so recognized by both the railroad company and the Railroad Commissioners, and at such points the rates were slightly raised in order that the alignment should bear the proper relation with the rates reduced. It was agreed that an Order of the Commission should issue making these rates effective November 1, 1910, at which time they went into effect.

This schedule also re-adjusted the local fruit and vegetable rates between all stations and when shipped to other points in Florida beyond the rails of the F. E. C. Ry. This vegetable schedule has been confused by many shippers with the rates chargeable on fruits and vegetables from East Coast points to Jacksonville when intended to go beyond the State line, that is to say, a part of interstate rate,—and complaint has been made because in some instances on North bound movement the local rate was slightly raised. For some years the maximum rates allowed by the Commission on fruits and vegetables for local movement on this line were the same both North and South bound, but several years ago some reductions were made on the North bound movement, and in the re-adjustment between the railroad company and the Commission the rates are the same North and South bound and will place them upon a mileage basis in both directions, and, taken as a whole, works quite a reduction, although, as stated, while there are reductions from some points on North bound movement there are also advances from some other points; but on South bound movement there is a reduction from Jacksonville to all stations South ranging from 4c. per barrel to 22c. per barrel. The local movement for the year 1910 shows that there was a little more than

25,000 standard crates shipped North bound and something above 92,000 barrel packages shipped South bound, which carried reductions as stated above. So, therefore, when taken together are reasonable, although in a few instances the North bound rate was slightly increased.

NEW RAILROADS GIVEN RATES.

Order No. 298 prescribed rates for the Tallahassee & Gulf Railroad, July 22, 1910.

Order No. 307 prescribed rates for the Ocala and South Western Railroad, August 27, 1910.

RULES.

By Order No. 299, effective August 1, 1910, the Commissioners prescribed Rule No. 28 of the "Rules Governing the Transportation of Freight," as follows:

"28. Whenever any railroad transporting a carload shipment consigned to a non-agency station shall re-load said shipment into another car either on its own line or at a junction with another line of railroad, it must on the same day mail a notice to both the consignor and the consignee, stating the initials and numbers of the car into which the shipment has been transferred as well as of the car from which the transfer was made.

Such re-loading must not take place except under circumstances which would legally justify it."

Rule 13 of the "Rules Governing the Transportation of Freight" was amended changing estimated weights on lumber, laths and shingles.

These rules will be found elsewhere in this report.

EXAMINATIONS OF THE BOOKS AND ACCOUNTS OF RAILROAD COMPANIES AND COM- MON CARRIERS.

The Commissioners called attention to the necessity of expert examinations of the books and accounts of railroad companies and common carriers in their 12th Annual Report March 1, 1909, on pages 13, 14, 15 and 16, and we now quote in part from our recommendation at that time, as follows:

"In making rates, or regulations which result in a re-

duction of the revenue of a railroad company, it is essential for the Commissioners to know the correctness of its accounts in order that they may prescribe rates and regulations which will be just both to the public and the carrier. In the past they have not had this information, and in many instances have been obliged to act in the dark; therefore, it is essential that the books and accounts of all common carriers doing business in this State should be audited by men capable of analyzing railroad accounts and forming a basis upon which all future actions of the Commissioners may be based. In order to do this, the Commissioners should have a special appropriation for this purpose, so that the work of auditing all the common carriers doing business in this State may be accomplished with as little delay as possible, regardless of whether there is litigation or not. This will enable the Commissioners to avoid possible litigation in the future by knowing the road's ability to stand reductions in revenue. At the proper time the Commissioners will furnish the Legislature with an estimate of such amount as is deemed necessary to carry out this work.

Unless this is done it will be impossible for the Commissioners to undertake to make the examination of even one of the largest lines operating in this State out of the regular appropriation. Neither the Seaboard Air Line Ry. nor the Atlantic Coast Line Railroad could be audited out of the amount of the regular appropriation remaining after the payment of actual salaries and fixed expenses of the Commissioners. Yet an audit of both of these lines in the near future is necessary. Injunctions are pending against the Commissioners by both of these lines in the United States Court to prevent a reduction of freight rates, and nothing can be done until the true status of their accounts has been determined.

Whatever is said about the examination into the affairs and accounts and operation of railroad companies applies with equal force to express companies, and indeed to all common carriers doing sufficient business to render such examination a practical benefit to the people of the State."

During the session of the Legislature of 1909 the Commissioners did present to the Appropriation Committees of both the Senate and the House an estimate of the amount of a special appropriation for audit work, which would be necessary to carry on this work, in addi-

tion to what had already been spent in the audit of the F. E. C. Ry., L. & N. R. R. and the Atlanta & St. Andrews Bay R. R. Nothing, however, was done to carry out these recommendations. The Commissioners pointed out especially at that time that they were at work revising express rates, both State commerce and Interstate commerce, and that before doing anything definite they wished to know the true status of the books and accounts of that company.

Litigation has followed in the United States Court and in a case now before the Interstate Commerce Commission in which such information would have been a valuable asset to the Commissioners in conducting these cases. Such an examination as this will still be necessary for the guidance of the Commissioners in the future regulation of this company.

The appropriation that we asked for was to be a special appropriation,—the funds so appropriated to be used for no other purposes, and any amount remaining after the completion of such work to revert back to the State Treasury. The Commissioners do not dare to undertake the auditing of a single carrier, the expense of which would have to be paid from the regular appropriation made at each session of the Legislature for the expenses and maintenance of the Railroad Commission, because of their past experience in the audit of the L. & N. R. R., which caused a deficit. These examinations, once they are made, form a permanent basis for the guidance of the Railroad Commission and are in the nature of plant investment.

Forty to Fifty Thousand Dollars will be necessary to make examinations of all of the remaining carriers in the State. At the proper time the Commissioners will prepare an accurate estimate, however, of the amount necessary and present same to the Appropriation Committees of both Houses of the Legislature for the session of 1911, and should they fail to provide funds for this work, then the responsibility must rest with them and not with the Railroad Commissioners in matters which the Railroad Commissioners will be unable to accomplish by reason of lack of funds.

AMENDMENTS TO THE RAILROAD COMMISSION LAW.

The Commissioners quote from their 12th Annual Report of March 1st, 1909, as follows:

"The Railroad Commission Law needs amendment in some particulars. The lack of power in the Commissioners to prescribe joint rates for rail and water carriers enables the railroads to deprive those living on or near water courses of the benefits they are entitled to by reason of their natural advantages, and give rise to frequent complaints.

Penalties imposed by the Commissioners ought to be liens on the property of the carrier until they are paid or until they are determined in favor of the carrier. Such a provision in the present law would probably have saved to the State many penalties assessed against the Seaboard Air Line Railway which are now jeopardized by that road having passed into the hands of receivers.

In nearly every proceeding the railroad companies deny the power of the Commission to act in the particular case, and although the Supreme Court has decided that they have large powers under the general terms of the law, some litigation might be avoided by having the powers in some instances made more specific. All technicalities about the forms of the orders and in proceedings to enforce them ought to be abolished, as they serve only to defeat the intention of the law and serve no good purpose."

Following up this recommendation the Railroad Commissioners had prepared a Bill at the session of 1909, which was introduced in both Houses, amending such sections of the present law as had been found from experience to need amending. This Bill passed the House of Representatives with only four votes against, but owing to a deadlock which existed in the Senate for the latter weeks of the session the Bill never could be reached on the calendar, and every effort to bring it up out of order was defeated by those opposed to its passage.

This Bill, with possibly a few changes in it, will be presented to the Legislature again at the session of 1911.

FINES.

Fines imposed during the year are as follows:

By Order No. 304, dated August 17, 1910, the Commissioners imposed a fine of one hundred dollars (\$100.00) against the Atlantic Coast Line Railroad Company for violation of Passenger Rule 12, which provides that a railroad company shall give ten days' notice to the Commis-

sioners before withdrawing a passenger train. The Atlantic Coast Line Railroad Company declined to pay this fine, or to obey the Rule. Mandamus was brought in the Supreme Court, and in a recent decision the Court has sustained the action of the Commissioners, also the Rule.

SALARIES AND EXPENSES OF THE RAILROAD
 COMMISSION OF FLORIDA FOR THE
 YEAR ENDING DECEMBER 31, 1910.

Salaries of Three Commissioners	\$ 7,500.00
Salary of Secretary	1,500.00
Salary of Special Counsel.....	4,500.00
Salary of Inspecting Engineer.....	2,100.00
Salary of Stenographer.....	960.00
Salary of Janitor.....	240.00
Traveling Expenses of Three Commissioners...	1,139.84
Traveling Expenses of Special Counsel.....	610.20
Traveling Expenses of Inspecting Engineer.....	533.31
Traveling Expenses of Stenographer.....	17.90
Legal Expenses—Witnesses, filing papers, copies of testimony, etc.....	1,017.89
Legal Expenses, which is COURT COST.....	1,465.10
Stationery and Office Supplies.....	243.20
1 Multigraph Machine.....	285.00
1 Desk	55.00
Printing Annual Report.....	585.00
Other Printing	275.25
Postage	336.96
Express	22.34
Telegraph Service	94.77
Telephone Service	24.00
Subscription to Rate Journals and Law Books	58.00
Ice Tickets	19.50
 Total	 \$23,583.26

Respectfully submitted,

R. HUDSON BURR, Chairman.
 NEWTON A. BLITCH.
 ROYAL C. DUNN.

Attest: J. WILL YON, Secretary.

REPORT OF SPECIAL COUNSEL.

Tallahassee, Fla., March 1, 1911.

Hons. R. Hudson Burr,
Newton A. Blitch,
Royal C. Dunn,
Railroad Commissioners.

DEAR SIRS:—I make the following report of the legal matters connected with the Railroad Commission office since March 1, 1910.

INJUNCTION CASES.

The case of the Louisville & Nashville Railroad four cent passenger rate case is, I trust, reaching the point where it can be submitted to the Court. Notwithstanding the enforced delays, which were not of our seeking, it would have been in a condition to submit already, had it not been for an illness which has prevented me from participating actively in hearings and arguments since December 20 last.

I attended hearings before Examiner Emmett Wilson in Louisville from March 22 to April 20, consecutively; in New York from September 10 to 13; in Tallahassee on October 5, and in Louisville again from December 13 to 17. At this last hearing the railroad company began its testimony in rebuttal.

On April 11, 1910, the College Arms Hotel Company and other corporations and individuals having interests about the present depot site in DeLand filed a bill in chancery against you and the Atlantic Coast Line Railroad Company, to restrain you from enforcing, and the railroad company from obeying, your order for the re-building of the depot on another site which you had selected as best suited to the public conveniences in DeLand. Judge Minor S. Jones granted a temporary restraining order without notice. After various proceedings in the case, I moved on July 23rd to dissolve the restraining order so far as you were concerned. The motion was granted by Judge Call (Judge Jones being absent from his circuit) on August 3rd, whereupon the plaintiffs appealed to the Supreme Court, which, on February 8, 1911, affirmed Judge Call's decree. Several points have been settled in this case.

1. That the Railroad Commissioners have the right to designate a just and reasonable site for the location of a depot. This right has been disputed by the Atlantic Coast Line Railroad during the whole time I have been advising your body. It is now definitely settled in your favor.

2. That whatever rights, if any, the adjacent property owners may have to the continuance of a depot site as against a railroad company, so as to entitle them to damages for losses resulting from a removal of the depot, the Railroad Commissioners cannot be enjoined in the performance of their duties, if their action is not unjust, unreasonable or otherwise illegal.

No attempt by private interests has heretofore been made in this State to enjoin the Railroad Commission.

The Southern Express Company on June 16, 1910, filed an injunction bill against you in the U. S. Circuit Court for the Northern District of Florida to restrain you from putting into effect your tariff of State express rate, which was to have taken effect on June 15th. The application for the injunction was argued before Judge Sheppard at Jacksonville on the same day, and the injunction was denied on July 16th, the Court being of the opinion that an injunction ought not to be granted in advance of an actual trial of rates. On July 23rd we again appeared before the Judge, at Pensacola, when it was settled that your tariff should go into effect on August 1st, and undergo a trial for four months. No further action on this phase of the case has been taken as yet, and your rates are still operated by the express company.

The position was taken in the bill that, as your rates disturbed the harmony of the express company's interstate rates, fixed by itself, they were invalid as an interference with the Interstate Commerce. If this position were sustained, the rate making power of every State Railroad Commission would fall, and the rates of the common carriers within the States would practically be left to their own discretion. I filed a demurrer to this portion of the bill. It was fully argued at Pensacola on October 14, 1910, before Judge Sheppard, who sustained my demurrer and adjudicated that portion of the bill to be bad.

INTERSTATE COMMERCE COMMISSION CASES.

Pursuant to your directions I have filed during the year four petitions with the Interstate Commerce Commission.

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One of these was against the Southern Express Company, to compel it to grant reasonable rates on citrus fruits and on vegetables from Florida producing points to points in the territory East of the Mississippi and South of the Ohio, with some few points in Indiana. Testimony was heard in this cause at Jacksonville, before Examiner Hillier, on February 20, 21, 22 and 23.

I take this opportunity to make proper acknowledgment to the Hon. A. A. Boggs, of Miami, who kindly undertook the practical conduct of this matter when I was unable to do more than to observe the proceedings and to consult with him during their progress.

Two others of these petitions were filed against the Atlantic Coast Line Railroad and the Seaboard Air Line Railway, to obtain lower rates on citrus fruits and on vegetables from Florida producing points to Florida base points. These cases have been set for hearing at Jacksonville on March 2nd.

The remaining petition was one of intervention, so far as certain rates on the Florida East Coast Railway were concerned. This case will be heard at Jacksonville on March 2nd.

MANDAMUS PROCEEDINGS

The mandamus case against the Atlantic Coast Line Railroad to enforce Freight Rule 15-A, relative to switching cars of lumber at Jacksonville, after various proceedings to settle the pleadings which resulted in your favor, was referred to an Examiner. Testimony was taken before him at Jacksonville on several dates, and the hearing has not yet been completed.

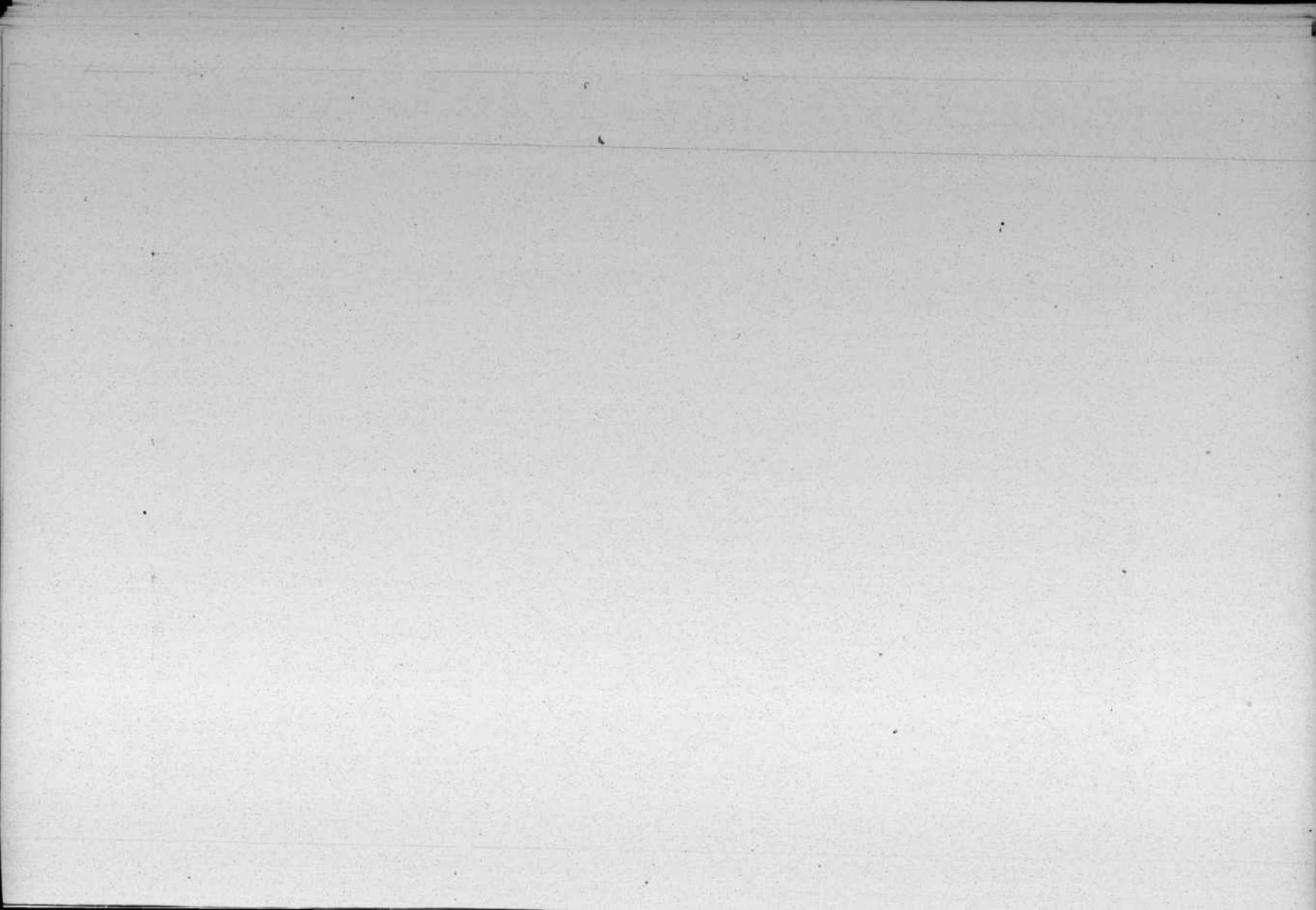
The Atlantic Coast Line Railroad also denied the right of the Commission to make Passenger Rule 12, which, in effect, requires all railroads to make ten days' application for leave to withdraw a regular passenger train, and to obtain leave before withdrawing any such train.

I therefore brought a mandamus in the Supreme Court to compel the company to make the required application before withdrawing any such trains. The Supreme Court decided that the rule was valid, holding:

1. That the Railroad Commission Law gives the authority to require the railroad companies to make application to the Commissioners before discontinuing any regular train carrying passengers, and that such authority was



L. & N. R. R. PASSENGER DEPOT AT DE FUNIAK SPRINGS, FLA.



apparently a useful, if not a necessary authority, to enable the Commissioners to exercise a lawful supervision and regulation of the operation of passenger trains in this State.

2. That while the initial discretion as to the operation of trains is in the officials of the company, such discretion is subject to lawful governmental regulation.

Several cases between individuals and the railroad companies, involving the construction of the Railroad Commission laws, have been determined during the year. In *La Floridienne v. Seaboard Air Line*, 52 Southern Reporter, 298, the Supreme Court decided that Chapter 5624, Laws of 1907, which undertook to amend Section 2910 of the General Statutes, so as to permit suits to be brought within twelve twelve months after the termination of suits brought by the Railroad Commissioners to enforce their rates, &c., could not revive a cause of action which had accrued under the section but which had become extinguished by lapse of time prior to the passage of the Act of 1907.

The interesting case of *Atlantic Coast Line R. R. Co. v. Coachman*, 52 Southern Reporter, 377, was decided four days after the preparation of my last report. Many questions were involved. The decision, so far as it bears directly on the Railroad Commission Law, is as follows:

"Under the rules and regulations of the Railroad Commission prescribing the maximum valuation of \$75.00 each in the shipment of horses and mules for a certain released rate, and for every increase of 100 per cent or fraction thereof in valuation, there shall be an increase of 50 per cent in rate, the shipper has the option to ship at his own or the carrier's risk, and he will not be bound in the limit of his recovery by the payment of the released rate unless it be shown that he knew the rate paid was a released rate, and there was a fair meeting of the minds of the shipper and the carrier that by payment of the released rate the recovery of the shipper would be limited to a certain maximum sum clearly agreed upon."

The foregoing cases comprise most of the actual litigation in which I have been concerned on your behalf since March 1, 1910. Owing to the fact that I am preparing this report during a necessary absence from Tallahassee some details may have been and probably are omitted. In addi-

tion, I have daily given advice or prepared documents for you when not engaged in other duties for your account.

Respectfully submitted,

LOUIS C. MASSEY, Counsel.

REPORT OF INSPECTING ENGINEER.

Tallahassee, Fla., March 1, 1911.

Hons. R. Hudson Burr,
Newton A. Blitch,
Royal C. Dunn,
Railroad Commissioners.

GENTLEMEN:—I hand you herewith report for the year ending February 28, 1911.

Inspections are made in two ways: Where track can be inspected from the rear end of the train it is done so; wherever the track condition is such that it can only be determined by an inspection on the ground, that method is resorted to. All of my reports on physical condition are based upon these methods of inspections.

THE ATLANTIC COAST LINE RAILROAD.

The Atlantic Coast Line Railroad Company owns in the State of Florida 877.99 miles of main line, 579.13 miles of branches and spurs, and operate under trackage rights 26.51 miles, a total of 1,483.63 miles of line operated.

Their main line from Jacksonville North to the State line is constructed with 85 lb. rail; the double tracking of this line was completed during the year. This line is maintained in good condition.

Main line from Jacksonville to Port Tampa is laid with 70 and 85 lb. rail, the 85 lb. rail extending from Lakeland to Tampa. Of the 70 lb. rail, that between Sanford and Lakeland has been in service for a good many years and is showing the effect of long service. During the year some rail renewals with relaying rail were made on curves between Orlando and Sanford.

Considerable improvement to road-bed was made during the year in widening embankments and filling trestles; 5 concrete arches and 4 cast iron culverts were put in, re-

leasing 852 feet of trestle. The road-bed is in good condition and the track will average in fairly good surface and alignment.

Main line from Jacksonville to St. Petersburg is constructed with 50, 60, 70 and 85 lb. rail. The track laid with 85 lb. rail extends from Jacksonville to Lake Butler, and the same rail is continued on the line to Newberry. This rail is in good condition and the track is maintained in good surface and alignment.

From Lake Butler to St. Petersburg a large percentage of the rail has been in service for a long time; some of this is in good condition, a small percentage shows rail considerably worn, particularly between Leesburg and Webster, and for part of distance between Tarpon Springs and St. Petersburg.

Rail renewals were made during the year between Ocala and Leesburg—20.76 miles of 70 lb. rail was put down, relieving 50 lb. rail.

Tie renewals have been kept up and track maintained in a safe condition.

Main line from the State line, via Live Oak and Lakeland, to Ft. Myers is constructed with 60, 70 and 85 lb. rail.

The track laid with 85 lb. rail extends from Newberry to 8 miles below Lakeland. This is in good condition and is maintained in good surface and alignment.

From Lakeland to Ft. Myers the ties are maintained in good condition and the track averages in fairly good surface and alignment, except for a small percentage where the rail is considerably worn.

From Newberry to Live Oak the ties are maintained in good condition and the track has been improved in surface and alignment during the year.

IMPROVEMENTS DURING THE YEAR.

Rail renewals were made from Trilby to Lakeland; 32 miles of track was relaid with new 85 lb. rail, relieving 60 lb. rail.

A steel bridge was erected over the Santa Fe River near High Springs.

Branch lines are constructed with 50, 56 and 60 lb. rail, except 31 miles of 35 and 40 lb. rail. On the more important of these lines, the rail is mostly in good condition and

tie renewals have been kept up close. On lines of less importance the rail is considerably worn.

The road-bed on these lines is in good condition, the track has been maintained in a safe condition and in surface and alignment according to the condition of the rail.

SEABOARD AIR LINE RAILWAY.

The Seaboard Air Line Railway owns in the State of Florida 911.71 miles of railroad in main line, branches and spurs,—this does not include 2 miles of the Amelia Beach line and 1.90 miles of the Silver Springs spur, that are leased to other roads.

Their main line from Jacksonville North to the State line is constructed with 75 lb. rail. The road-bed on this line is in good condition and track is maintained in good surface and alignment.

Main line from Jacksonville to Tampa is constructed with 60, 65, 70 and 75 lb. rail, with probably some 58 lb.

Rail renewals have been made during the year, putting down new 75 lb. rail, relieving 58 lb. rail, from Plant City to a point between Dade City and Trilby, and rail is distributed on the road-bed beyond this to near Terrell, also from Santos to Belleview. Track on this line is maintained in good condition, and will be very much improved when rail renewals are completed.

Main line from Jacksonville to River Junction is constructed with 58, 60 and 70 lb. rail. A large percentage of the rail from Baldwin to River Junction is laid with rail that has been in service for a good many years and is considerably worn.

Rail renewals have been made during the year between Baldwin and Live Oak, putting down a relaying 70 lb. rail with Weber joint fastenings; about 50 per cent of this distance was laid with the 70 lb. rail during the year and the track has been very much improved. On this line tie renewals have been kept up close and track averages in good surface and line for the condition of the rail. Considerable improvement in widening embankments was made on this line during the year.

The line from Fernandina to Baldwin is laid with 58 and 60 lb. rail.

From Fernandina to Yulee the rail is in good condition and the track is maintained in good surface and alignment.

From Yulee to Baldwin a large percentage of the rail has been in service for a good many years. Tie renewals have been kept up and the track is maintained in good condition for the speed of trains.

From Waldo to Cedar Key the track is laid with 58 and 60 lb. rail. The road has been maintained in good condition from Waldo to Archer, and averages in fairly good condition from Archer to Cedar Key, except for part of the distance between Archer and Bronson, where there is some rough track, due mainly to the condition of the rail and joint fastenings.

The line from Turkey Creek to Sarasota is laid with 60 lb. rail that has been in service a good many years. This line has been maintained in a safe condition, but averages only in fairly good surface and alignment.

Branch lines and spurs are constructed with 56, 58 and 60 lb. rail, except from Orlando to Lake Charm—this is 40 lb.

A large percentage of the rail on these lines has been in service for a long time and show a great many worn rails.

Tie renewals have been kept up and track maintained in surface and alignment sufficient to operate trains in a safe condition for the traffic of the line and rate of speed.

FLORIDA EAST COAST RAILWAY.

The lines of the Florida East Coast Railway lie wholly within the State of Florida; they now operate 477.60 miles of main line and 105.87 miles of branches and spurs, a total of 671.70 miles.

Their main line is constructed with 90 lb. rail from Jacksonville to St. Augustine and from this point to the end of line the track is now laid with 70 lb. rail. Rail renewals were made during the year with 70 lb. rail relieving 56 lb. rail, making the 70 lb. rail continuous from St. Augustine. The track from Jacksonville to St. Augustine is ballasted with rock. Part of track south of Ft. Lauderdale is ballasted with rock—in some places the rock is only filled in between the ties. The road bed is in good condition and track has been maintained in good surface and alignment.

Branch lines are constructed with 56 and 60 lb. rail. Rail renewals were made on the line from New Smyrna to Orange City Junction during the year, putting down 56 lb.

relaying rail, relieving a badly worn 50 lb. rail. The track is now in much better condition than it was and will be improved when surfacing has been completed.

Other branch lines are maintained in good condition and show only small percentage of rough track that is due to worn rail.

LOUISVILLE AND NASHVILLE RAILROAD.

The Louisville & Nashville Railroad Co. owns 245.44 miles of railroad in the State of Florida, and operate under trackage rights 1.04 miles, total line operated 246.48 miles.

On the Pensacola Division from Pensacola to the State Line the track is laid with 70 lb. rail, except 5.39 miles of 80 lb. rail that was put down during the year relieving 70 lb. rail.

Improvements to trestles were made during the year in replacing 224 lineal feet of open top trestle with their standard covered creosoted timber deck trestle.

A large percentage of this line is ballasted with slag, the balance with gravel. The road bed is maintained in good condition and the track in good surface and alignment.

Pensacola and Atlantic Division, from River Junction to Pensacola, a distance of 160.47 miles, is constructed with 70 lb. rail and maintained in good condition. Improvements to bridges and trestles were made during the year and are now being continued.

New bridges have been erected at Shoal River and at Yellow River. Work is now in progress on bridges at Escambia Bay and at Black Water, and material has been delivered for bridges at Choctawhatchee and Apalachicola Rivers.

Trestles show 714 lineal feet of open top trestles renewed with creosoted timber. Rail renewals of 5.51 miles were made with 70 lb. rail relieving same weight of rail.

The Alabama Division from Graceville to the State line, a distance of 11.82 miles is constructed with 65 lb. rail and maintained in good condition.

The Yellow River Branch is laid with 56, 58 and 70 lb. rail and is maintained in good condition for branch line.

GEORGIA SOUTHERN AND FLORIDA RAILWAY.

The Georgia Southern and Florida Ry. Co. owns 152.36 miles of railroad in the State of Florida and operate under trackage rights 3.39 miles, total line operated 155.75 miles.

On the line to Jacksonville there is 36.33 miles in Florida—this is laid with 70 lb. rail and is maintained in good condition.

On the line from Palatka to Valdosta there is 116.03 miles in Florida. The track on this line is laid with 60 lb. rail.

This rail has been in the track for over 20 years and shows the effect of long service. A large percentage is in fairly good condition—it is good for the length of time it has been in use; the balance will show rail considerably worn.

The track will average in fairly good surface and alignment, with the exception of a small percentage where the condition of the rail is not good.

GEORGIA, FLORIDA AND ALABAMA RAILWAY.

The Georgia, Florida and Alabama Ry. Co. owns in the State of Florida 73.07 miles of main line and 11.30 miles branch line. Their main line from Carrabelle to Tallahassee is laid with 56 lb. rail. From Tallahassee north to the State line and the branch from Havana to Quincy are constructed with 60 lb. rail.

The rail is in good condition. The track has been maintained in a safe condition for operating their trains. The improvements during the year are shown in widening banks and ballasting wet cuts with cinders.

APALACHICOLA NORTHERN RAILWAY.

The Apalachicola Northern Ry. Co. owns 102 miles of railroad, all in the State of Florida. The line extends from St. Joseph Bay to River Junction. The extension from Apalachicola to St. Joseph Bay was completed during the year.

The track is laid with 60 lb. rail, with the exception of 7 miles beginning near River Junction, which is 85 lb. rail. The rail was new when put down and is in good condition. Renewals of ties and repairs to trestles have been kept up, and the track is maintained in a safe condition for operating their trains.

CHARLOTTE HARBOR AND NORTHERN RAILWAY.

The Charlotte Harbor and Northern Ry. Co. owned at the end of the year, June 30, 1910, 48.55 miles of main line, from Arcadia to South Boca Grande, and 3.49 miles of branch line from Ft. Ogden to Liverpool.

They have completed since June the extension from Arcadia to Pierce, a distance of 43.7 miles, and have made considerable improvement to dock and wharf property at South Boca Grande.

The track is laid with new 70 lb. rail and is maintained in good condition.

TAMPA NORTHERN RAILROAD COMPANY.

The Tampa Northern Railroad Co. owns 45.95 miles of main line and operates under lease a branch line 12.30 miles, and operates under trackage rights 1.87 miles—total line operated 60.12 miles.

The line extends from Tampa to Brooksville; the track is laid with 70 lb. rail for 10 miles, the balance with 60 lb. rail.

The road is of recent construction. The rail is new and the track, with the exception of a short distance next to Brooksville, is in good surface and alignment.

SOUTH GEORGIA RAILWAY.

The South Georgia Railway Co. owns in the State of Florida 12.41 miles of railroad and operates under lease 26.00 miles—total line operated 38.41 miles.

Their line in Florida extends from Perry to the State line. The track is laid with 56 lb. rail; a large percentage of this is in good condition, the balance shows some worn rails.

Tie renewals and repairs to bridges have been kept up and track averages in fairly good surface and alignment.

GEORGIA AND FLORIDA RAILWAY.

The Georgia and Florida Railway Co. have only 13.66 miles of railroad in the State. This extends from Madison to the State line, a distance of 13.66 miles.

Track is laid with 40 lb. rail and is in good condition for this weight of rail.

FLORIDA CENTRAL RAILROAD.

The line of the Florida Central Railroad Company extends from Thomasville, Georgia, to Fanlew, Fla.; 33.83 miles of this is in the State of Florida. The track is laid with 40 lb. rail except 3 miles, which is 56 lb.

The road is of recent construction and track is in fairly good condition for the weight of rail.

ATLANTA AND ST. ANDREWS BAY.

The Atlanta & St. Andrews Bay Ry. Co. owns in the State of Florida 67 miles of railroad, extending from Panama City to the State line.

Main line is laid with 40 lb. rail. This was new when put down, but now shows a large percentage of bent rails. Very little improvement has been made in the condition of the road during the year and track has been maintained in a condition to operate trains only at a low rate of speed.

FLORIDA RAILWAY.

The main line of the Florida Railway Co. extends from Live Oak to Perry, a distance of 52 miles. Branch lines, Wilmarth to Luraville, 4.50 miles, Mayo to Alton, 2.50 miles. Total line operated 59.00 miles. Main line is laid with 40 lb. rail, branch lines with 35 lb. rail. This is in fairly good condition, except on branch lines and between the 9 mile post and Live Oak, where tracks show a large percentage of bent rails. The road is constructed with light grades, except between 9 mile post and Live Oak, where there are some short, steep grades. A large number of ties have been put in during the year, and the average of surface and alignment of main line is fairly good, with exceptions due to worn rail.

LIVE OAK, PERRY AND GULF.

The main line of the L. O., P. & G. Railroad Co. extends from Live Oak to Hampton Springs, 49.00 miles. Branch line from Mayo Junction to Alton, 14.41 miles, and spur tracks to Murat and Econfenia, 17.59 miles—total 81 miles.

Main line is laid with 60 lb. rail from Live Oak to the

21 mile post, and from this point to the end of the line with 40 and 45 lb. rail.

Branch line, Mayo Junction to Alton, the rail is 35 lb.

The rail in main line is in fairly good condition, with the exception of a small percentage of the light rail.

The road was constructed originally for the purpose of hauling logs and lumber, and was afterwards made a common carrier. The track was laid with very little grading, making a good many short, choppy grades, and with a large percentage of curved line. No changes in the grades or alignment have been made. The track has been maintained in a safe condition to operate their trains.

TAMPA AND JACKSONVILLE RAILWAY.

The line of the Tampa and Jacksonville Railway Co. extends from Sampson City to Fairfield, a distance of 48 miles. During the year 56 lb. relaying rail was put down, relieving all 35 lb. rail in main line. The track is now laid with 56 and 60 lb. rail; part of this shows considerably worn rail. A large percentage of the track has not been surfaced and shows badly out of surface and alignment.

TAVARES AND GULF.

The line of the Tavares and Gulf Railroad Co. extends from Ellsworth Junction to Winter Garden, 25.71 miles, and from Waits Junction to Clermont, 5.93 miles. They operate under trackage rights 3.39 miles—total lines operated, 35.03 miles.

Tracks are laid with 1 mile of 58 lb. rail, 2.5 miles 50 lb. and the balance with 40 lb. rail. The 40 lb. rail is badly worn and shows a very large percentage of bent rails. Considerable tie renewals have been made during the year and the track shows some improvement.

Respectfully submitted,

FRANK P. DAMON,
Inspecting Engineer.

ORDERS.

ORDER NO. 292.

FILE NO. 2995.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF BUILDING A COMBINATION
FREIGHT AND PASSENGER DEPOT AND DESIG-
NATING THE SITE THEREOF, AT DE LAND, A
STATION ON THE LINE OF THE ATLANTIC
COAST LINE RAILROAD COMPANY IN THIS
STATE.

This matter came on for a hearing on March 3, 1910 at Tallahassee, after due notice thereof in writing to the Atlantic Coast Line Railroad Company and to citizens of the city of DeLand; when and where Mr. Morton Riddle, General Superintendent, appeared for the Atlantic Coast Line Railroad Company; Silas B. Wright, Esq., counsel, and Messrs. G. A. Dreka, G. W. Fisher and E. L. Hon, citizens, appeared for citizens and interests in DeLand opposed to a change of location of the depot site; and Messrs. J. W. Wideman, V. W. Gould and J. W. Gardner, citizens, appeared for citizens and interests in DeLand favoring a change of location of the depot site; and were all duly heard, and thereupon the matter was taken under advisement.

And now, we, the Railroad Commissioners of the State of Florida being fully advised in the premises by our personal inspection and investigation, previously made on the ground, of the respective sites and of the conditions at DeLand affecting the matter of the depot and its site, and by the evidence and the arguments at the said hearing, do find and adjudge that the said City of DeLand is a station on the line of railway of the said Atlantic Coast Line Railroad Company in this State, to and from which the said railroad company is engaged in transporting persons and property from and to other points in this State,

as a common carrier; that the combination freight and passenger depot of the said railroad company in that city was destroyed by fire on or about December 17, 1909 and has not been re-built; that besides the lot occupied by the depot so burned, the said railroad company owns and has for many years owned another tract of land, which lies between Minnesota and Michigan Avenues, north and south, and between Clara and Adelle Avenues east and west in said city, which is unoccupied and is adjacent to the track of the said railroad company; that depot accommodations, both freight and passenger, are necessary at DeLand, and that public convenience with reference to both passengers and freight requires that the depot shall be located, not on the old site, but on the other said described tract, which can be done without detriment to the interests of the railroad company.

It is therefore, ordered, that the Atlantic Coast Line Railroad Company do erect and build at DeLand on its said tract lying between Minnesota and Michigan Avenues north and south and Clara and Adelle Avenues east and west, a combination freight and passenger depot having separate waiting rooms and separate ticket windows for white and for colored passengers according to law, and having also a baggage room and a freight room; that the white waiting room shall have not less than five hundred and sixty (560) square feet of floor space; that the colored waiting room shall have not less than three hundred and sixty (360) square feet of floor space; that the baggage room shall have not less than five hundred and ninety (590) square feet of floor space, and that the freight room shall have not less than twenty-three hundred (2,300) square feet of floor space; that a reasonably sufficient passenger platform, roofed, shall be provided, and also a reasonably sufficient freight platform, roofed, adjacent to the freight room shall also be provided.

It is further, ordered, that the Atlantic Coast Line Railroad Company shall begin the work of building and erecting the said depot within one month from the date of this order, and shall complete the said building within five months from the same date.

Ordered in open session of our Board at our office in the city of Tallahassee this 14th day of March, A. D. 1910.

R. HUDSON BURR, Chairman.

ORDER NO. 293.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.IN THE MATTER OF PRESCRIBING RULES, CLAS-
SIFICATION AND RATES FOR THE SOUTHERN
EXPRESS COMPANY FOR TRANSPORTING PRO-
PERTY BETWEEN POINTS IN THE STATE OF
FLORIDA.

This matter came on for hearing, pursuant to due notice in writing to the Southern Express Company, at Tallahassee on March 17, 1910, when and where the Southern Express Company appeared by Mr. J. D. Patterson, Jr., its Superintendent, and was duly heard; and the matter was taken under advisement.

Now therefore we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do hereby prescribe, fix and adopt the rules, classification and rates attached hereto (*) which are to be observed, charged and put into effect by the Southern Express Company for the transportation of property by it between points in this State, the same to take effect June 15th, 1910.

Ordered in open session of our Board at our office in the City of Tallahassee this 3rd. day of May, A. D. 1910.

R. HUDSON BURR, Chairman.

*For Rules, Classification and Rates, see Express Classification and Rate Sheet No. 1, of the Railroad Commission.

ORDER NO. 294.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.IN THE MATTER OF LOCATING A CONVENIENT
EXPRESS OFFICE AT LAKE CITY, A STATION ON
THE ROUTE OF THE SOUTHERN EXPRESS COM-
PANY IN THIS STATE.

This matter came on for hearing at Lake City, on March 31, 1910, after due notice of the time and place of meeting

to the Southern Express Company, when and where the Board of Trade of Lake City, the complainant, appeared by a number of its members in person, and by Hon. F. P. Cone, its Attorney, and the Southern Express Company appeared by Mr. W. K. Haile, its Superintendent, and all were duly heard and the matter was taken under advisement.

And now we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find and adjudge that the Southern Express Company is an express company transporting goods by express between points in this State; that Lake City is a station on its route in this State; and that the office maintained by the said company at said city is by reason of distance not adapted to the convenient and prompt receipt, handling and delivering of goods offered to the said express company for transportation.

It is therefore, ordered, that the Southern Express Company do and shall on or before May 21, 1910 provide and thereafter maintain at the center of the business section of Lake City aforesaid or as near thereto as may be, an office for receiving, handling and delivering goods offered to it for transportation in such manner as it is accustomed to conduct its business at its offices.

Ordered in open session of our Board at our office in the City of Tallahassee this 22nd day of April A. D. 1910.

R. HUDSON BURR,

Chairman of the Board of Railroad Commissioners of the State of Florida.

ORDER NO. 295.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION TO PERMIT THE FREIGHT STATIONS AT JACKSONVILLE TO BE CLOSED AT 1:00 P. M. ON SATURDAYS DURING THE SUMMER MONTHS.

Application having been made to us by the Atlantic Coast Line Railroad Company, the Seaboard Air Line Railway, the Florida East Coast Railway Company, the

Georgia Southern & Florida Railway Company, the Southern Railway Company and the Jacksonville Wholesale Grocers Association to suspend the operation of Rule 26 of our "Rules Governing the Transportation of Freight" so far as to permit the employees of the said railroad companies in their several freight stations at Jacksonville to enjoy a half holiday on Saturdays during certain months hereinafter named; and it appearing to us that the same ought to be granted.

We, the Railroad Commissioners of the State of Florida, do therefore order that the operation of our Rule 26 aforesaid be, and the same is hereby suspended so far only as to permit the railroad companies aforesaid to close their freight stations at the City of Jacksonville at 1:00 o'clock P. M. on each and every Saturday during the months of May, June, July, August and September in the year 1910, for the purpose of giving the said employees a half holiday in each week during the said months.

This Order shall take effect immediately.

Ordered in open session of our Board at the City of Tallahassee this 18th day of May, A. D. 1910.

R. HUDSON BURR, Chairman.

ORDER NO. 296.

FILE NO. 2962.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PHYSICAL CONDITION
OF THE LINE OF RAILWAY OF THE TAVARES &
GULF RAILROAD COMPANY.

This matter came on for further hearing on June 10, 1910, at Tallahassee, pursuant to a written notice dated May 30, 1910, given to the said railroad company at which hearing the said railroad company appeared by Mr. W. M. Brittain, its Vice-President and General Manager, and was duly heard,

And thereupon, after due consideration, it is declared and adjudged that the physical condition of the line of railway of the Tavares & Gulf Railroad Company (which

line lies wholly in this State) requires a modification of Order No. 240, heretofore entered in this matter and dated October 17, 1908, and it is therefore ordered that the said Order be so modified so that the said Tavares & Gulf Railroad Company shall replace the rotten crossties in its track with sound crossties at the rate of four thousand (4,000) crossties each month for six months from July 15, 1910, which is the date this Order shall take effect; that is to say, two thousand (2,000) crossties shall be replaced in the last half of the month of July, four thousand (4,000) crossties in each of the months of August, September, October, November and December, 1910, and two thousand (2,000) crossties in the first half of the month of January, 1911; but nothing in this Order contained shall be construed to prevent the said railroad company from putting in said crossties more rapidly than is herein prescribed.

It is further ordered, that Order No. 240 is continued in force except as modified herein.

Ordered in open session of our Board at our office in the City of Tallahassee, Florida, this 21st day of June, A. D. 1910.

R. HUDSON BURR.

Chairman of the Board of Railroad Commissioners of the State of Florida.

ORDER NO. 297.

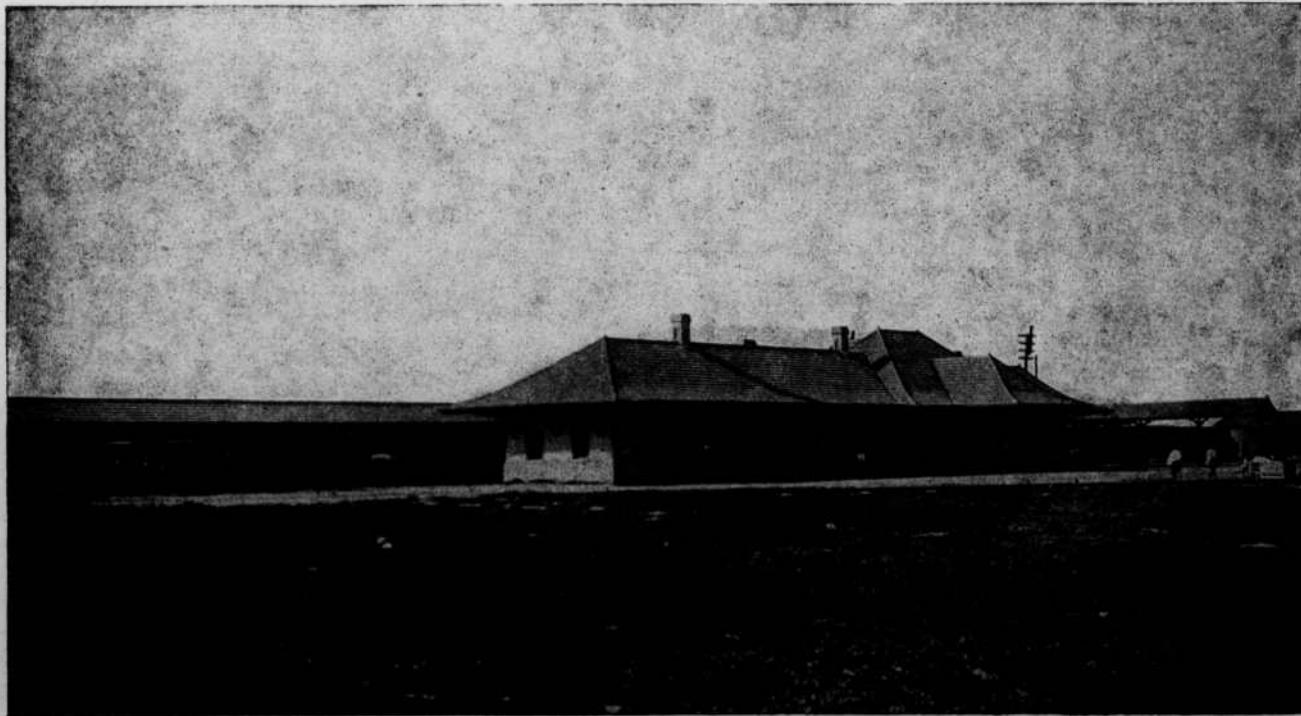
FILE NO. 2896.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION OF A UNION
PASSENGER DEPOT AT TAMPA.

Whereas, by our Order No. 282, heretofore entered in this matter and dated December 21, 1909, we ordered that the plans for the union passenger depot should be submitted to us on or before March 1, 1910, and that the building should be completed within six months after the date of our approval of the same.

And, whereas, the time for the filing of the said plans was afterwards extended until April 1, 1910, on which day, however, the said plans were not filed and a further hearing was held by us with the railroad companies con-



UNION PASSENGER DEPOT, PALATKA, FLA.

Atlantic Coast Line, Florida East Coast Ry. and Georgia Southern & Florida Ry.

cerned and representatives of the City of Tampa, at the City of Jacksonville, and it was then and there agreed that the time for the filing of the said plans should be extended to June 1st, and that the time for further completion of the said depot should be January 1, 1911.

And, whereas, the said plans have been this day filed and have been inspected by us.

Now, therefore, it is ordered that the said plans be approved and that the time for the completion of the said union depot at Tampa to be fixed for January 1, 1911, and our previous Order No. 282 is modified to this extent only.

Ordered in open session of our Board at our office in the City of Tallahassee, this 27th day of June, A. D. 1910.

R. HUDSON BURR, Chairman.

ORDER NO. 298.

FILE NO. 3047.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER
RATES FOR THE TALLAHASSEE AND GULF
RAILROAD COMPANY.

This matter coming on this day to be heard upon the application of the Tallahassee & Gulf Railroad Company for an Order prescribing freight and passenger rates for the said railroad, and the Commissioners being fully advised in the premises:

It is hereby ordered and adjudged, that the following schedule of freight rates be allowed and prescribed for the use of the Tallahassee & Gulf Railroad, the same to be governed by the classification of the Florida Railroad Commission from and after this date:

(See Rates elsewhere in Report.)

It is further ordered, that the local mileage rates on fruits and vegetables, on Page 132 of the 13th Annual Report of the Railroad Commission, are hereby prescribed for said railroad, and that the sugar cane rates and the

cotton rates as shown on Page 128 of the 13th Annual Report of the Railroad Commission are hereby prescribed for said railroad.

The following passenger rates are allowed and prescribed:

Straight fare, 4 cents per mile. Round trip ticket, good for five days, exclusive of day of sale, 3 cents per mile.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this the 22nd day of July, A. D. 1910.

R. HUDSON BURR, Chairman.

Attest: J. WILL YON, Secretary.

ORDER NO. 299.

FILE NO. 3037.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED RULE 28 OF
THE "RULES GOVERNING THE TRANSPORTA-
TION OF FREIGHT."

This matter came on to be heard at Tallahassee on July 1, 1910, after due notice dated June 21, 1910, to all the railroads and common carriers doing business in the State of Florida, of our intended action, and all said railroads and common carriers had then and there an opportunity to be heard on said intended action, which was to prescribe the rule hereinafter set forth; and at said hearing there appeared the Atlantic Coast Line Railroad Company by Mr. Morton Riddle, its Général Superintendent, and was duly heard.

Now, therefore, we, the Railroad Commissioners of the State of Florida, after due consideration do hereby prescribe a new rule, to be known as Rule 28 of our "Rules Governing the Transportation of Freight," as follows:

"Rule 28. Whenever any railroad transporting a car-load shipment consigned to a non-agency station shall reload said shipment into another car either on its own line or at a junction with another line of railroad, it must on the same day mail a notice to both the consignor and the consignee, stating the initials and numbers of the car into which the shipment has been transferred as well as of the car from which the transfer was made.

"Such reloading must not take place except under circumstances which would legally justify it."

Said rule shall take effect August 1, 1910.

Ordered in open session at our office in the City of Tallahassee this 1st day of July A. D. 1910.

R. HUDSON BURR, Chairman.

ORDER NO. 300.

FILE NO. 2954.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED AMENDMENT
TO RULE 13 OF THE "RULES GOVERNING THE
TRANSPORTATION OF FREIGHT" AS TO TUR-
PENTINE.

This matter came on to be heard at Tallahassee on July 1, 1910, after due notice dated June 21, 1910 to all the railroads and common carriers doing business in the State of Florida of our intended action and all the said railroad companies and common carriers then and there had an opportunity to be heard upon the said intended action which was to amend Rule 13 of our "Rules Governing the Transportation of Freight" by striking out the figures "420" where they occur opposite to the words "Turpentine, in barrels, per barrel," and substituting therefor the figures "432," and at said hearing there appeared the Atlantic Coast Line Railroad Company by Mr. S. P. Collier, Jr., its Division Freight Agent, and was duly heard.

Now therefore we, the Railroad Commissioners of the State of Florida, after due consideration do hereby determine and prescribe that the said amendment should be adopted and Rule 13 of our "Rules Governing the Transportation of Freight" is hereby amended by striking out the figures "420" where they occur opposite to the words "Turpentine, in barrels, per barrel" and substituting therefor the figures "432."

Said amendment shall take effect July 15, 1910.

Ordered in open session at our office in the City of Tallahassee this 1st day of July, A. D. 1910.

R. HUDSON BURR, Chairman.

ORDER NO. 301.
FILE NO. 3058.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF ENLARGING THE DEPOT AT
TAVARES, A STATION ON THE LINE OF THE
SEABOARD AIR LINE RAILWAY.

This matter came on for hearing on July 22, 1910 at Tallahassee, pursuant to written notice dated July 8, 1910, when and where the Seaboard Air Line Railway appeared by letter from Mr. R. E. Boswell, its Superintendent, and the matter was taken under advisement.

Now therefore we, the Railroad Commissioners of the State of Florida, being fully advised in the premises do order and direct that the Seaboard Air Line Railway shall within sixty days from the date of this order construct and complete an extension thirty feet in length to the freight warehouse at Tavares, a station on its line of railway in this State.

Ordered in open session of our Board at our office in the City of Tallahassee this 27th day of July A. D. 1910.

R. HUDSON BURR, Chairman.

ORDER NO. 302.
FILE NO. 3034.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF INVESTIGATION INTO ALLEGED ILLEGAL DISCRIMINATIONS BY THE SEABOARD AIR LINE RAILWAY IN FAVOR OF THE ELLAVILLE, WEST LAKE & JENNINGS RAILROAD, AND THE STARKE & NEW RIVER RAILROAD.

This matter came on for hearing, after due notice, on July 21, 1910 at Tallahassee when and where the Seaboard

Air Line Railway appeared by Mr. E. D. Kyle, its Assistant General Freight Agent, and the Starke & New River Railroad by Mr. Thomas Dowling representing its owners, and were duly heard and the matter was taken under advisement.

Now therefore we, the Railroad Commissioners of the State of Florida, being duly advised in the premises, do find that neither the Ellaville, West Lake & Jennings Railroad nor the Starke & New River Railroad is a common carrier of either passengers or freight, but that each is a private carrier chiefly of lumber and naval stores or either, produced by the owners, and that said railroads are not entitled to a proportional rate or any allowance by the Seaboard Air Line Railway out of any rate, or to any special rate from their point of junction with the Seaboard Air Line Railway to any other point thereon, and that by such proportional rates, allowances and special rates the Seaboard Air Line Railway has been and is unjustly discriminating in its charges on freight coming from the said private carriers as against other persons and freight.

It is therefore, ordered, that the Seaboard Air Line Railway do forthwith refrain and desist from paying to the said Ellaville, West Lake & Jennings Railroad or its owner any allowance for freight or cars coming from the line of such private carrier, under the guise of joint tariff or rate or of any other device whatever on intra-state shipments, and do also abolish any and all special rates from Ellaville, Florida, the junction, to any other point on its line in this State, on freight when coming from the line of the said private carrier.

And it is also ordered that the Seaboard Air Line Railway do forthwith refrain and desist from paying to the said Starke & New River Railroad or its owner any allowance for freight or cars coming from the line of such private carrier, under the guise of joint tariff or rate or of any other device whatever on intrastate shipments, and do also abolish any and all special rates from Starke, Florida, the junction, to any other point on its line in this State, on freight when coming from the line of the said private carrier.

Ordered in open session of our Board at our office in the City of Tallahassee this 27th day of July, A. D. 1910.

R. HUDSON BURR, Chairman.

ORDER NO. 303.

FILE NO. 2734.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF TRAIN SERVICE ON THE ST.
MARKS, AND THE TALLAHASSEE, PERRY &
SOUTHEASTERN BRANCHES OF THE SEA-
BOARD AIR LINE RAILWAY.

This matter came on to be heard after due notice in writing dated July 27, 1910, to the Seaboard Air Line Railway, at our office in the City of Tallahassee, on August 10, 1910, at 10 o'clock A. M., the place and time fixed in the said notice, where and when the Seaboard Air Line Railway appeared by Hon. W. J. Oven, its local counsel, and Mr. W. A. Witt, its Superintendent, and were fully heard, as well as the complainants.

Now, therefore, we, the Railroad Commissioners of the State of Florida, being advised in the premises, do find the tri-weekly train service now being operated by the Seaboard Air Line Railway over its St. Marks and Tallahassee, Perry & Southeastern branches is insufficient both as to freight and passenger service for the needs of the public; that a daily service in each direction, except on Sunday, ought to be maintained for the proper accommodation of the public.

It is, therefore, ordered that the Seaboard Air Line Railway do operate a mixed train daily, except Sunday, in each direction over each of the said branches, beginning on Monday August 29th, 1910.

Ordered in open session at our office in the City of Tallahassee this 15th day of August, A. D. 1910.

R. HUDSON BURR, Chairman.

ORDER NO. 304.

FILE NO. 3029.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE DISCONTINUANCE OF
CERTAIN REGULAR PASSENGER TRAINS BY
THE ATLANTIC COAST LINE RAILROAD COM-
PANY BETWEEN ST. PETERSBURG WHARF AND
TARPON SPRINGS.

Whereas, charges were made before us against the Atlantic Coast Line Railroad Company, a railroad corporation doing business between points in this State, for violating or disregarding Rule 12 of our "Rules Governing the Transportation of Passengers," which said rule is as follows:

"No railroad company shall discontinue running any regular train carrying passengers, either wholly or in part, without the consent of the Railroad Commissioners, previously obtained.

"Written application for such consent must be made at least ten days before the date for the proposed discontinuance, but the Railroad Commissioners may in their discretion shorten the time of application, for good cause shown.

"This rule does not apply to a passenger train or trains put on for special occasions, such as fairs, carnivals, conventions, excursions and the like."

In this that it, the said Atlantic Coast Line Railroad Company on or about May 16, 1910 without previously obtaining the consent of us, the Railroad Commissioners aforesaid, discontinued running two certain regular trains carrying passengers, one train each way on its line of railroad between St. Petersburg Wharf and Tarpon Springs, both stations on its line in this State.

And Whereas, ten days notice of the said charges and of the time and place of hearing the same was duly given to the said Atlantic Coast Line Railroad Company, and thereafter pursuant to such notice the hearing was had on June 9, 1910, at the City of Tallahassee when and where the said railroad company appeared by Hon. W. E. Kay, its Assistant General Counsel, and Mr. Morton Riddle, its General Superintendent, and was heard and admitted the

violation of said Rule 12, but claimed that the said rule was invalid; whereupon the matter was taken under advisement.

Now therefore, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find and adjudge that the Atlantic Coast Line Railroad Company has been guilty as charged of violating or disregarding our Rule 12 of the "Rules Governing the Transportation of Passengers," and has thereby incurred a penalty which is hereby fixed and imposed in the sum of one hundred dollars which it is ordered to pay promptly to the State Treasurer of the State of Florida.

Ordered in open session of our Board at our office in the City of Tallahassee this 17th day of August, A. D. 1910.

R. HUDSON BURR, Chairman.

ORDER NO. 305.

FILE NO. 3029.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE DISCONTINUANCE OF
CERTAIN REGULAR PASSENGER TRAINS BY
THE ATLANTIC COAST LINE RAILROAD COM-
PANY, BETWEEN ST. PETERSBURG WHARF
AND TARPON SPRINGS.

This matter came on to be heard on June 9, 1910, at Tallahassee, on a notice to the Atlantic Coast Line Railroad Company to show cause why we should not order it to restore two certain regular passenger trains which had been discontinued between St. Petersburg Wharf and Tarpon Springs, both stations on its line in this State; when and where the Atlantic Coast Line Railroad Company appeared by Hon. W. E. Kay, its Assistant General Counsel, and Mr. Morton Riddle, its General Superintendent, and was duly heard.

Now therefore, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises do find that the said railroad company has shown sufficient cause why said trains should not be restored, and the proceedings on said notice are hereby dismissed.

Ordered in open session of our Board at our office in the City of Tallahassee this 17th day of August, A. D. 1910.

R. HUDSON BURR, Chairman.

ORDER NO. 306.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF CHANGE OF CLASSIFICATION OF CRUDE FUEL OIL, MONUMENTS, GRAVESTONES AND TOMBSTONES, AND FERTILIZER MATERIAL.

This matter came on for hearing after due notice in writing to all the railroads and common carriers engaged in the transportation of freight between points in Florida, on August 11, 1910 at 10 o'clock A. M. in the City of Tallahassee, when and where the Atlantic Coast Line Railroad Company appeared by Mr. James Menzies, its General Freight Agent, and Mr. S. P. Collier, Jr., its Division Freight Agent; the Seaboard Air Line Railway by Mr. Charles R. Capps, its Vice-President, and Mr. E. D. Kyle, its Assistant General Freight Agent; the Florida East Coast Railway by Mr. F. W. Kirkland, its General Freight Agent; the Louisville & Nashville Railroad by Mr. J. W. Lurton, its Division Freight and Passenger Agent; the Georgia, Florida & Alabama Railway Company by Mr. B. C. Prince, its Traffic Manager; the Florida Central Railway by Mr. C. J. Acosta, its General Freight & Passenger Agent, and the Charlotte Harbor & Northern Railroad Company by Mr. E. C. Hoskins, its General Freight & Passenger Agent. The Ocala Fertilizer Company, of Ocala, Fla., appeared by Mr. W. D. Carn, Secretary and Manager; the Southern Fertilizer Company, of Orlando, Fla., by Mr. A. L. Beck, Sales Manager; the Capital Stone Company, of Tallahassee, Fla., by Mr. E. F. Sampson, President, and Mr. W. H. Buchan, Secretary and Treasurer, and were fully heard; after the hearing the matter was taken under advisement.

Now, therefore, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises do

order and adjudge that our Classification No. 3 shall be, and the same is hereby, amended in the following particulars, respectively:

1st. On page 53 under the head of "Oil," crude and fuel—

In bbls., carrier's convenience, L. C. L.....	4
In bbls., C. L.....	6
In tank cars, C. L.....	6

And insert in lieu thereof the words:

Crude fuel oil—in bbls., L. C. L.....	K
In bbls., C. L.....	L
In tank cars, C. L. min. marked capacity of tank	L

2nd. On page 52 under the head of "Monuments, Graves and Tombstones," strike out the words—

Marble or granite, not boxed, freight prepaid at option of initial carrier	D1
Marble or granite, lettered, boxed or crated, value limited to 40 cents per cubic foot, freight prepaid or guaranteed, L. C. L.....	1
Same, C. L. min. wt. 30,000 lbs.....	3
Marble or granite, not lettered (including parts of monuments, gravestones and tombstones), boxed or crated, value limited to 40 cents per cubic foot, freight prepaid at option of shipper or initial carrier, L. C. L.....	4
Same, C. L. min. wt. 30,000 lbs.....	5

And insert in lieu thereof the words:

Marble, granite, cement or concrete, including parts of monuments, gravestones and tombstones, unpacked, freight prepaid at option of initial carrier.....	D1
Marble, granite, cement or concrete, lettered or not lettered, including parts of monuments, gravestones or tombstones, prepaid or guaranteed, viz.:	
Agreed to be of value of not exceeding \$1.00 per cubic foot, boxed or crated, L. C. L.....	4
Same, C. L. min. wt. 30,000 lbs.....	5
Agreed to be of value of more than \$1.00 and not exceeding \$2.00 per cubic foot, boxed or crated, L. C. L.....	3
Same, C. L. min. wt. 30,000 lbs.....	5

Agreed to be of value of more than \$2.00 and not exceeding \$4.00 per cubic foot, boxed or crated,	
L. C. L.	2
Same, C. L. min. wt. 30,000 lbs.....	4
Agreed to be of value of more than \$4.00 per cubic foot	1

3rd. On page 31 under the head of "Fertilizers," add the following—

Fertilizer material, viz.: Dried Blood, Azotine, Hoof Meal, King Crab, Leather Meal, Wool and Hair Waste, Horn Meal, Nitrate of Soda, Sulphate of Ammonia, Nitrate of Ammonia, Tankage, Dried Fish Scrap, Ground Fish Scrap, Raw Bone Meal, Steamed Bone Meal, Dissolved Bone Meal, Nitrate of Potash, Cotton Seed Meal, Castor Pomace, Linseed Meal, Dried Sheep Manure, Natural Guanos, Bat Guano, High Grade Acid Phosphate, Low Grade Acid Phosphate, Concentrated Superphosphate, Dissolved Bone Black, Bone Black, Bone Ash, Thomas Slag, Soft Phosphate, Floats, Manure Salts, Raw Bone, Dissolved Bone, Steamed Bone, High Grade Sulphate of Potash, Low Grade Sulphate of Potash, Muriate of Potash, Carbonate of Potash, Kainit, Sylvinit, Wood Ashes, Tobacco Stems (Whole and Ground) Tobacco Stalks (Whole and Ground), Cotton Hull Ashes, Lobster Shells, Muck, Peat, MusseLS, Crude Fish Scrap, Gypsum (Land Plaster), min car 30,000 lbs. 75% of M

It is further ordered that these changes in Classification shall take effect September 6, 1910.

Ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 19th day of August, A. D. 1910.

R. HUDSON BURR, Chairman.

ORDER NO. 307.

FILE NO. 3077.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT RATES FOR THE
OCALA & SOUTHWESTERN RAILROAD COM-
PANY.

This matter came on for hearing pursuant to notice dated August 9th, 1910, to the Ocala & Southwestern Railroad Company on August 19th, 1910 at the City of Tallahassee, when and where the said railroad company appeared by Mr. Walter Ray, its President, and Mr. W. W. Condon, its General Agent, and was heard; and the matter was taken under advisement.

Now, therefore, we the Railroad Commissioners of the State of Florida, being fully advised in the premises, do Order that the following schedule of freight rates be allowed and prescribed for the use of the Ocala & Southwestern Railroad Company, the same to be governed by the Classification of the Florida Railroad Commission, from and after this date:

(See Rates elsewhere in Report.)

It is further, ordered, that the local mileage rates on Fruits and Vegetables, on page 132 of the 13th Annual Report of the Railroad Commission, are hereby prescribed for said Railroad Company.

And it is further, ordered, that the Sugar Cane rates and the Cotton rates, as shown on page 128 of the 13th Annual Report of the Railroad Commission, are also prescribed for the said Railroad Company.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida this 27th day of August, A. D. 1910.

R. HUDSON BURR, Chairman.

ORDER NO. 308.

FILE NO. 3051.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF INSTALLING TRACK SCALES
AT OCALA, FLORIDA, A STATION ON THE LINE
OF THE SEABOARD AIR LINE RAILWAY.

This matter came on for hearing on August 10th, at 10 o'clock A. M. in our office in the city of Tallahassee, pursuant to notice in writing to the Seaboard Air Line Railway, dated July 21, 1910, when and where the said railway appeared by Mr. R. E. Boswell, its Division Superintendent, and Hon. W. J. Oven, its Local Counsel, and was heard; and the matter was taken under advisement.

Now therefore, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do Order that the Seaboard Air Line Railway install a track scale as a facility in its yard at Ocala for the purpose of weighing carload freight.

It is further ordered that the said track scale shall be installed and in operation by the first day of November, 1910.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 29th day of August, A. D. 1910.

R. HUDSON BURR, Chairman.

ORDER NO. 309.

FILE NO. 3071.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF ENLARGING THE FREIGHT
WAREHOUSE AND EXTENDING SIDE TRACK AT
COLEMAN, FLORIDA, A STATION ON THE LINE
OF THE SEABOARD AIR LINE RAILWAY IN
THIS STATE.

This matter came on for hearing on August 10, 1910 at 10:30 o'clock A. M. at our office in the City of Tallahassee,

pursuant to notice in writing to the Seaboard Air Line Railway, dated July 22, 1910, when and where said railway appeared by Mr. R. E. Boswell, its Division Superintendent, and Hon. W. J. Oven, its Local Counsel, and was heard—after which the matter was taken under advisement.

Now therefore, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do Order that the Seaboard Air Line Railway enlarge its present freight warehouse at Coleman, Fla., by adding twenty (20) feet in length on the south end of said warehouse.

It is further, ordered, that the platform at the south end of said freight warehouse shall be extended twenty (20) feet.

It is further, ordered, that the team track at this point shall be extended to provide two hundred and seventy (270) feet additional track—all of which shall be completed on or before the first day of November, 1910.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 29th day of August, A. D. 1910.

R. HUDSON BURR, Chairman.

ORDER NO. 310.

FILE NO. 3073.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF IMPROVING THE DEPOT FA-
CILITIES OF THE SEABOARD AIR LINE RAIL-
WAY AT WILLISTON, FLORIDA, A STATION ON
ITS LINE IN THIS STATE.

This matter came on for hearing on August 10, 1910 at 11:30 o'clock in our office in the City of Tallahassee, after due notice in writing to the Seaboard Air Line Railway, dated July 27, 1910, when and where the said railway appeared by Mr. R. E. Boswell, its Division Superintendent, and Hon. W. J. Oven, its Local Counsel, and was heard; and the matter was taken under advisement.

Now, therefore, we, the Railroad Commissioners of the State of Florida, after having personally investigated the matter, do find that the said depot is not conveniently located for the handling of passengers, and being otherwise fully advised in the premises, do Order that the Seaboard Air Line Railway move the said depot south to a central point between the street crossing to the north of the depot and to the south of the depot, extending the passenger platform on the south side to the street crossings on the south and add a passenger platform at the north end to extend to the street crossing north of the depot.

It is further, ordered, that these improvements shall be made on or before the 15th day of November, 1910.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 29th day of August, A. D. 1910.

R. HUDSON BURR, Chairman.

ORDER NO. 311.

FILE NO. 3072.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF IMPROVEMENT TO DEPOT FA-
CILITIES AT WILDWOOD, FLORIDA, A STATION
ON THE LINE OF THE SEABOARD AIR LINE
RAILWAY IN THIS STATE.

This matter came on for hearing on August 10th, 1910 at noon in our office in the City of Tallahassee, after due notice in writing to the Seaboard Air Line Railway, dated July 27th, 1910, when and where the said railway appeared by Mr. R. E. Boswell, its Division Superintendent, and Hon. W. J. Oven, its Local Counsel, and was heard; and the matter was taken under advisement.

Now therefore, we, the Railroad Commissioners of the State of Florida, after an inspection of the depot facilities at Wildwood, and being otherwise fully advised in the premises, do Order that the Seaboard Air Line Railway construct a passenger umbrella shed from a point opposite its waiting rooms and north along its main line track for

three hundred (300) feet, providing a standard height walk-way under said shed, same to be completed on or before the first day of December, 1910.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 29th day of August, A. D. 1910.

R. HUDSON BURR, Chairman.

ORDER NO. 312.

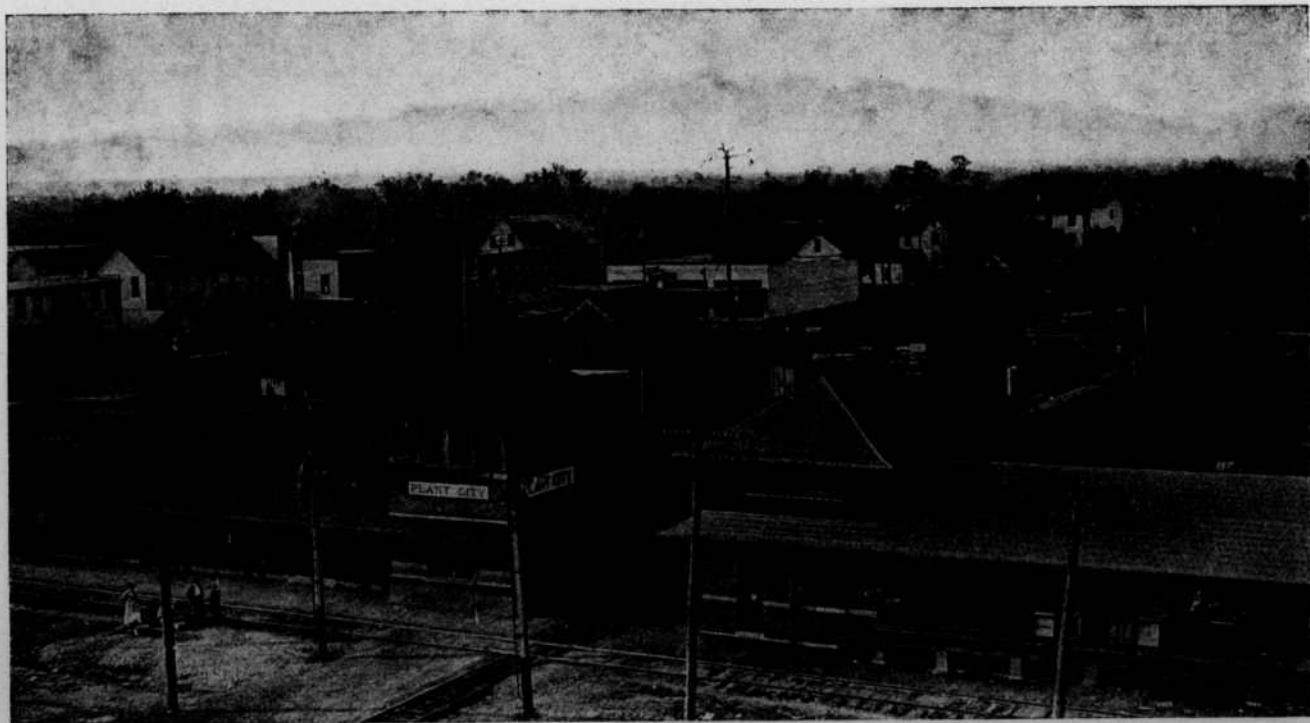
BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF PROVIDING ADDITIONAL
FREIGHT AND PASSENGER DEPOT FACILITIES
AT CLEARWATER, A STATION ON THE LINE OF
THE ATLANTIC COAST LINE RAILROAD COM-
PANY IN THIS STATE.

This matter came on for hearing at Tallahassee on August 18, 1910 after due notice to the Atlantic Coast Line Railroad Company, which then and there was heard through Mr. Morton Riddle, its General Superintendent, who afterwards, to-wit, on August 30, 1910 submitted a blue print plan of additional depot facilities as proposed by the said company; whereupon, the matter was taken under advisement.

Now, therefore, we, the Railroad Commissioners of the State of Florida, being now fully advised in the premises do find that Clearwater is a station on the line of the Atlantic Coast Line Railroad Company in this State to and from which it is engaged in the intra-state transportation of persons and property; and also that additional and better facilities for freight and passengers are needed and required at said station.

And do order that the Atlantic Coast Line Railroad Company shall within ninety days from the date of this order complete and have ready for use a freight wareroom containing not less than twenty-five hundred square feet of floor space. And also a waiting room for white passengers, a waiting room for colored passengers (with two



UNION PASSENGER DEPOT, PLANT CITY, FLA. Atlantic Coast Line and Seaboard Air Line Railroads.

toilet closets in each, one for each sex) and an office containing respectively the floor space shown in and by the said blue print plan.

And also platform and sheds in connection therewith, reasonably sufficient for the safety, comfort and convenience of passengers and for the receiving, handling and delivery of freight.

It is not intended to prescribe whether the freight and the passenger accommodations shall be furnished in the same or in separate buildings.

Ordered in open session of our Board at our office in the City of Tallahassee this 3rd day of October, A. D. 1910.

R. HUDSON BURR.

Chairman of the Board of Railroad Commissioners of the State of Florida.

ORDER NO. 313.

**BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.**

**IN THE MATTER OF FREIGHT RATES ON THAT
PART OF THE SEABOARD AIR LINE RAILWAY
FORMERLY KNOWN AS THE FLORIDA WEST
SHORE RAILROAD.**

This matter came on to be heard, pursuant to due notice, dated June 25, 1910, to the Seaboard Air Line Railway, on July 22, 1910, at Tallahassee, when and where the said Seaboard Air Line Railway appeared by Mr. E. D. Kyle, its Assistant General Freight Agent, and was heard; and the matter was taken under advisement.

Now, therefore, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do order that the freight rates heretofore prescribed on, from or to that part of the Seaboard Air Line Railway which was formerly known as the Florida West Shore Railroad, be annulled and abolished, and that for said portion of the Seaboard Air Line Railway, the regular mileage rates for freight now in force on the other parts of the Seaboard Air Line Railway's system in this State shall be applied, and are hereby prescribed therefor. The said new rates shall go into effect on October 15, 1910.

Ordered in open session of our Board at our office in the City of Tallahassee, this 3rd day of October, A. D. 1910.

R. HUDSON BURR, Chairman.

ORDER NO. 314.

FILE NO. 2807.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE PHYSICAL CONDITION OF THE ATLANTA & SAINT ANDREWS BAY RAILWAY.

This matter came on for hearing at Tallahassee on September 20, 1910, pursuant to due notice dated September 6, 1910, citing the Atlanta & St. Andrews Bay Railway Company to appear as aforesaid, and show cause why we should not make an Order requiring it to put its line of railway in this State in a condition reasonably safe for the passage of trains over it at an ordinary and reasonable rate of speed, and to that end especially require it to make the repairs and improvements which are hereinafter ordered and directed to be made. And at such hearing the said Atlanta & St. Andrews Bay Railway Company appeared by Mr. B. W. Steele, its General Manager, and was duly heard upon the matters contained in the said notice, and the matter was taken under advisement.

Now, therefore, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do order and direct that the Atlanta & St. Andrews Bay Railway Company, for the purpose of putting its line of railway within this State in a condition reasonably safe for the passage of trains over it at an ordinary and reasonable rate of speed, shall,

1. Widen the embankments on its line South of Cottondale, Florida.
2. Put in walls at all trestles to protect the embankments.
3. Drive all necessary piles at the high trestle South

of Compass Lake, showing a reverse curve in the alignment, and put the tracks on this trestle in line.

4. Make all necessary openings under the track to permit the water to pass through without destroying the banks.

It is further ordered that the said work shall be begun at once and shall be completed within four months from the date of this order.

Ordered in open session of our Board at our office in the City of Tallahassee, this 17th day of October, 1910.

R. HUDSON BURR, Chairman.

ORDER NO. 315.

FILE NO. 3091.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF A COMMISSARY CAR, AND
CONNECTIONS AT COTTONDALE, ON THE RAIL-
WAY OF THE ATLANTA & SAINT ANDREWS BAY
RAILWAY COMPANY.

This matter came on for hearing at Tallahassee on September 20, 1910, pursuant to due notice, dated September 10, 1910, to the said railway company that we should consider making an Order directing it to discontinue hauling a commissary car on its passenger train; and also making a schedule so that its passenger trains should connect at Cottondale with the passenger trains of the Louisville & Nashville Railroad Company. And at such hearing the said Atlanta & Saint Andrews Bay Railway Company appeared by Mr. B. W. Steele, its General Manager, and was duly heard, and the matter was taken under advisement.

Now, therefore, we, the Railroad Commissioners of the State of Florida, being duly advised in the premises, do find that the running of a commissary car upon passenger trains interferes with the proper operation of such trains by causing them to stop for the purpose of selling or delivering goods from the car at stations and at places between stations. And do also find that the schedule now

operated by the said railway company provides, if operated on time, for a connection with the passenger trains of the Louisville & Nashville Railroad Company at Cottondale, Florida.

We do, therefore, Order that the Atlanta & Saint Andrews Bay Railway Company shall not, after notice of this order, haul any commissary car on its passenger trains (by which is meant trains carrying passengers in passenger coaches) between points in this State; and that the notice as to connections at Cottondale be dismissed.

Ordered in open session of our Board at our office in the City of Tallahassee, this 17th day of October, 1910.

R. HUDSON BURR, Chairman.

ORDER NO. 316.
FILE NO. 3052.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION OF A
FREIGHT AND PASSENGER DEPOT AT HAN-
SON, A STATION ON THE LINE OF THE GEOR-
GIA & FLORIDA RAILWAY IN THIS STATE.

This matter came on for hearing at Tallahassee on October 11, 1910, after due notice in writing, dated September 15, 1910, to the Georgia & Florida Railway, which appeared at the hearing by Mr. J. M. Wilkinson, its Third Vice President, and was duly heard, agreeing that the depot should be built of the dimensions herein-after required; and Mr. J. C. Davenport appeared for the petitioners.

Now, therefore, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find that the public necessities demand that a freight and passenger depot shall be built by the Georgia & Florida Railway at Hanson, a station on its line of railway in this State, and it is ordered that the Georgia & Florida Railway shall build and have completed prior to February 1, 1911, a combination freight and passenger depot at Hanson aforesaid, containing a freight room of not less than

16 feet by 24 feet, and two passenger waiting rooms, according to law, each of not less than 8 feet by 10 feet; and also a covered shed at the end of the freight room as shall be reasonably necessary for the proper receipt and delivery of freight.

Ordered in open session of our Board at our office in the City of Tallahassee, this 17th day of October, A. D. 1910.

R. HUDSON BURR, Chairman.

ORDER NO. 317.

**BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.**

**IN THE MATTER OF PRESCRIBING A SCHEDULE
OF FREIGHT RATES FOR THE FLORIDA EAST
COAST RAILWAY COMPANY.**

This matter came on for hearing pursuant to agreement at Jacksonville on September 13, 1910, on a reduced schedule of freight rates theretofore submitted by the Florida East Coast Railway Company for the approval of the Commissioners; when and where the said railway company appeared by Mr. J. P. Beckwith, its Vice-President, and Mr. F. W. Kirtland, its General Freight Agent, and were duly heard. The Railroad Commissioners declined to approve the schedule so submitted by the said railway company, and proposed that the company should operate the schedule of freight rates known as the Commissioners' Standard Tariff, and, for fruit and vegetables (on which the submitted tariff made no reductions) the Commissioners' regular tariff for local shipments thereof; and thereupon the said railway company agreed to the proposition so made by the Railroad Commissioners, with the exception of the rates on Class N and Class P; and after further discussion of the subject it was then and there agreed that the Railroad Commissioners should prescribe for the said railway company the schedule of freight rates known as the Commissioners' Standard Tariff, with the exception of Class N, which should remain unchanged as heretofore prescribed for said railway company, and with a reduction of ten per cent on the Class P rates as heretofore prescribed as aforesaid, and should also prescribe for state

shipments on fruits and vegetables in both directions the rates now in effect for fruits and vegetable shipped from points of origin to Florida base points for interstate traffic, and that an order should be made that such rates should go into effect on November 1, 1910.

Now therefore, we, the Railroad Commissioners of the State of Florida, do hereby prescribe for the Florida East Coast Railway Company the following schedule of freight rates, including those on fruits and vegetables to be operated by it between points in this State; that is to say:

• (See Rates elsewhere in Report.)

And it is further ordered that the schedule aforesaid shall go into effect November 1, 1910.

Ordered in open session at our office in the City of Tallahassee this 20th day of October, A. D. 1910.

R. HUDSON BURR, Chairman.

ORDER NO. 318.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE AMENDMENT OF RULE
15 OF THE "RULES GOVERNING THE TRANS-
PORTATION OF FREIGHT."

This matter came on for hearing at Tallahassee on October 18, 1910, pursuant to due notice, dated October 3, 1910, to all railroads and railroad companies doing an intrastate business in the State of Florida; and at the said hearing there appeared the Florida East Coast Railway Company by Mr. F. W. Kirtland, its General Freight Agent; the Atlantic Coast Line Railroad Company by Mr. J. L. Mead, its Division Freight Agent; the Georgia Southern & Florida Railway Company by Mr. J. M. Cutler, its General Freight Agent; the Florida Central Railroad Company by Mr. C. J. Acosta, its General Freight and Passenger Agent; the Baker & Holmes Company by Mr. Thomas Pollard, and the East Coast Lumber and Supply Company by Mr. George F. Paddison, and were fully heard; whereupon the matter was taken under advisement.

Now, therefore, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do order that Rule 15 of our "Rules Governing the Transportation of Freight" be and the same is hereby amended so as to read as follows:

"15. A charge of not more than two dollars per car, without regard to its weight or contents, will be allowed, except to the railroad having the line haul of the same, for transporting, switching or transferring a loaded car from any point on any railroad to a connecting railroad or to any warehouse, side track or other point within the switching limits of the place; and no railroad shall decline or refuse to transport, switch or transfer any such car or to receive it from any connecting railroad for such purposes. The switching limits of any place, within the meaning of this Rule, shall be the switching limits usually operated there, but in no case less than three miles. No railroad shall reduce any of its switching limits without first obtaining the approval of the Railroad Commissioners.

When in the transfer, switching or transportation of a car between such points, it is necessary to pass over the track or tracks of any intermediate railroad or railroads, said maximum charge of two dollars shall be equitably divided between the railroads at interest, excluding that having the line haul.

When a charge is made for the transfer, switching or transportation of a loaded car between such points, no additional charge shall be made for the accompanying movement of the empty car in the opposite direction. No charge whatever shall be made by a railroad having the line haul for placing, for loading, an empty car at any warehouse or other point on its own line or side track, or for switching the loaded car to or from the same, either for delivery or for transportation.

Provided, that this rule shall not interfere with any prevailing legal rate for the transportation of freight between different stations; and shall not apply to any freight that does not pay a direct freight transportation charge in connection with a switching charge."

It is further ordered that the said amendment shall take effect on December 15th.

Ordered in open session of our Board at our office in the City of Tallahassee, this 3rd day of December, A. D. 1910.

R. HUDSON BURR,

Chairman of the Board of Railroad Commissioners of the State of Florida.

ORDER NO. 319.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE AMENDMENT OF RULE 13 OF "THE RULES GOVERNING THE TRANSPORTATION OF FREIGHT" AS TO ESTIMATED WEIGHTS.

This matter came on for hearing at Tallahassee on October 18, 1910, pursuant to due notice dated October 3, 1910, to all railroads and railroad companies doing an intrastate business in the State of Florida, and at the said hearing there appeared the Florida East Coast Railway Company by Mr. F. W. Kirtland, its General Freight Agent; the Atlantic Coast Line Railroad Company by Mr. J. L. Mead, its Division Freight Agent; the Georgia Southern & Florida Railway Company by Mr. J. M. Cutler, its General Freight Agent; the Florida Central Railroad Company by Mr. C. J. Acosta, its General Freight and Passenger Agent; the Southern Weighing and Inspection Bureau by Messrs. B. E. Lennard and L. W. Watson, and the Georgia and Florida Saw Mill Association by Messrs. F. E. Waymer and J. B. Conrad, and were fully heard; whereupon the matter was taken under advisement.

Now, therefore, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do Order that Rule 13 of our "Rules Governing the Transportation of Freight" be and the same is hereby amended, by striking out from the Table of Estimated Weights therein contained, the words "Lumber, Yellow Pine Boards, two inches and less, kiln dried and dressed, per 1,000 feet, 3000 pounds," and by inserting in lieu thereof the following:

"Lumber dressed, per 1000 feet, viz.:

Cypress, Green, Poplar and Yellow Pine, viz.:

Bevel Siding, from 1 in. stock, seasoned...	1,100 pounds
Bevel Siding, from 5.4 in. stock, seasoned...	1,500 pounds
Ceiling, 5-16 in. net, 3 $\frac{1}{4}$ in. face, seasoned...	1,100 pounds
Ceiling, 7-16 in. net, 3 $\frac{1}{4}$ in. face, seasoned...	1,400 pounds
Ceiling, 9-16 in. net, 3 $\frac{1}{4}$ in. face, seasoned...	1,600 pounds
Ceiling, 11-16 in. net, 3 $\frac{1}{4}$ in. face, seasoned...	2,000 pounds
Ceiling or Partition, $\frac{5}{8}$ in. net, seasoned....	1,700 pounds
Ceiling or Partition, $\frac{3}{4}$ in. net, seasoned....	2,100 pounds
Drop Siding, seasoned.....	2,250 pounds
Finish, 1x4 in. and up, dressed four sides, seasoned	2,850 pounds
Flooring, 13-16 in. and 2 $\frac{1}{2}$ and 3 $\frac{1}{2}$ face, sea- soned	2,250 pounds
Flooring, 13-16 in. and 2 $\frac{1}{2}$, 3 $\frac{1}{2}$ and 5 $\frac{1}{4}$ face, seasoned	2,400 pounds
N. O. S., seasoned.....	3,000 pounds
N. O. S., green.....	4,000 pounds

It is further ordered that this amendment shall take effect November 15th, 1910.

Ordered in open session of our Board at our office in the City of Tallahassee, this 1st day of November, A. D. 1910.

R. HUDSON BURR, Chairman.

ORDER NO. 320.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE AMENDMENT OF RULE
13 OF "THE RULES GOVERNING THE TRANS-
PORTATION OF FREIGHT" AS TO ESTIMATED
WEIGHTS.

Whereas, by our Order No. 319, entered in the above entitled matter on November 1, 1910, to become effective on November 15, 1910, a typographical error was made by printing the word "green" in the line reading therein, "Cypress, Green, Poplar and Yellow Pine, viz:" for the word "gum," which appeared in our notice given for the hearing in the said matter, and the mistake is apparent on the record.

Now, therefore, we, the Railroad Commissioners of the State of Florida, do now hereby amend our said Order No. 319 by striking out the word "green" in the order aforesaid, and by inserting in lieu thereof the word "gum."

This Order shall take effect immediately.

Ordered in open session of our Board at our office in the City of Tallahassee, this 9th day of December, A. D. 1910.

R. HUDSON BURR, Chairman.

ORDER NO. 321.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF FURTHER AMENDMENT TO THE TABLE OF ESTIMATED WEIGHTS CONTAINED IN RULE 13 OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT."

This matter came on for hearing at Tallahassee on December 6, 1910, pursuant to due notice dated October 26, 1910, to all railroads and railroad companies doing an intrastate freight business in Florida; and at the said hearing there appeared the Seaboard Air Line Railway by Mr. E. D. Kyle, its Assistant General Freight Agent; the Atlantic Coast Line Railroad Company by Mr. J. L. Mead, its Division Freight Agent, and the Southern Weighing and Inspection Bureau by Mr. B. E. Lennard, its District Manager, and were fully heard; and the matter was taken under advisement.

Now, therefore, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do Order that the Table of Estimated Weights contained in Rule 13 of our "Rules Governing the Transportation of Freight," be and the same is hereby amended:

1. By striking out the figures "530" after the words, "Laths, green, per 1,000," and inserting in lieu thereof the figures "700."

2. By striking out the figures "450" after the words, "Laths, seasoned, per 1,000," and inserting in lieu thereof the figures "550."

3. By striking out the words and figures "Lumber, Yellow Pine, green, per 1,000 feet, 4,500 pounds," and the words and figures "Lumber, Yellow Pine, seasoned, per 1,000 feet, 4,000 pounds," and insert in lieu thereof the following words and figures:

"Lumber, Yellow Pine, rough—

Boards under 2 in., green, per 1,000 feet.... 5,500 pounds
 Boards under 2 in., seasoned, per 1,000 feet. 4,250 pounds
 Framing, 2x4 to 4x8, green, per 1,000 feet... 5,000 pounds
 Framing, 2x4 to 4x8, seasoned, per 1,000 ft. 4,000 pounds
 Timbers, 6x6 and up, green, per 1,000 feet.. 4,500 pounds

4. By striking out the figures "400" after the words "Shingles, green, per 1,000," and inserting in lieu thereof the figures "550."

5. By striking out the figures "350" after the words "Shingles, seasoned, per 1,000," and inserting in lieu thereof the figures "450."

It is further ordered that this amendment shall take effect December 24, 1910.

Ordered in open session of our Board at our office in the City of Tallahassee, this 9th day of December, A. D. 1910.

R. HUDSON BURR, Chairman.

ORDER NO. 322.

FILE NO. 3093.

BEFORE THE RAILROAD COMMISSIONERS OF
 THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION OF A PASSENGER DEPOT AT LAKELAND, A STATION ON THE LINE OF THE ATLANTIC COAST LINE RAILROAD COMPANY.

This matter came on for hearing after due notice to the Atlantic Coast Line Railroad Company in writing dated September 15, 1910 at the City of Tallahassee on October 11, 1910, and afterwards by adjournment at the City of Lakeland on January 17, 1911 when and where there appeared on behalf of the petitioners for the said passenger depot Messrs. Morris G. Munn, W. S. Irvin, C. M. Weeks, C. S. Memminger, W. D. McRae, H. D. Bassett, H. J.

Drane, C. H. Young, Jr. and M. F. Heatherington, and on behalf of the Atlantic Coast Line Railroad Company Mr. Morton Riddle, its General Superintendent, and were duly heard, and the matter was taken under advisement.

Now therefore, we, the Railroad Commissioners of the State of Florida being duly advised in the premises do find that the City of Lakeland is an important station on the line of railway of the Atlantic Coast Line Railroad Company in this State, from and to which passengers are transported by the said railroad company to and from other points in this State; that the public needs require better passenger depot facilities at Lakeland aforesaid, and that such will be satisfied with the exception herein after noted by the erection of a passenger depot according to the plan submitted and filed by the said railroad company, which is described as "Revised Plan for proposed Passenger Station at Lakeland, Florida, E. B. Pleasants, Chief Eng. J. F. Leitner, Archt., Wilmington, N. C., Jan. 6, 1911."

And we do order that the Atlantic Coast Line Railroad Company shall erect at Lakeland aforesaid on the present site, a passenger depot of the character, dimensions, facilities, conveniences and arrangements shown on and by the "Revised Plan" aforesaid, except that the umbrella shed provided therein shall be constructed between the track of the said railroad company leading to Charlotte Harbor, and its main line track running to Tampa, instead of on the south side of the said Charlotte Harbor track as shown by the Location Plan on the "Revised Plan" aforesaid.

And it is further ordered that the erection of said passenger depot shall be completed on or before August 1, 1911.

Ordered in open session of our Board at our office in the City of Tallahassee this 4th day of February, A. D. 1911.

R. HUDSON BURR, Chairman.

RULES AND REGULATIONS

**For the Government of the Transportation
of Persons and Property on the Rail-
roads of Florida, as Re-
vised to Date.**

SECTION 1—GENERAL RULES.

COMPLAINTS.

1. All complaints made to the Commission shall be in writing, and shall distinctly set forth the grounds of complaint. In like manner all defenses shall be in writing, and shall distinctly set forth the grounds of defense.

MONTHLY AND ANNUAL REPORTS.

2. Each railroad company shall make and file in the office of the Commission by the last day of each month a report of its earnings and operating expenses for the preceding month, according to the form prescribed by the Commission. Also, by the last day of each month shall make monthly report to the Commissioners of the number of miles or fractions thereof of main line, branches, spurs and side tracks constructed during the month previous to the making of the report; shall report the construction of depots or other buildings, giving the dimensions of such depots or other buildings; shall report all agreements entered into with other railroad companies for the construction of joint terminal facilities or union depots, or terms of agreement for participation in terminals or depot facilities of other companies. Also, on or before the first day of September of each year an annual report of its earnings, operating expenses and general operations

for the preceding year, ending June 30, in accordance with Section 10, Railroad Commission Law, approved June 3, 1899. The monthly reports to be verified by the affidavits of the General Manager (if there be one) or Superintendent or other principal officer in charge, and the Treasurer or Auditor; the annual reports to be verified by the affidavits of the President, Superintendent or General Manager, and Auditor or Treasurer.

SECRET REDUCTIONS, REBATES, ETC.

3. There shall be no secret reductions of rates of freight and passenger fares, and no rebates, drawbacks or other advantage in any form shall be given or paid, either directly or indirectly, upon shipments made or service rendered to any person not allowed to all persons under like circumstances and conditions, but the same shall be uniform to all, and public.

POSTING SCHEDULES, ETC.

4. Each railroad company shall post in a conspicuous place, and keep the same continually posted, at each of its stations where there are agents, a copy of the schedule of freight and passenger rates revised and adopted for the use of such company by the Commission; a copy of all the rules and regulations prescribed by the Commission for the government of the transportation of freight and passengers applicable on its lines of road, and a copy of the official Classification; also copies of all changes made, whether the same shall be made by such railroad company or by the Commissioners; also a table of distances between each station; and when any change in said schedule of rates or classification is made, a copy of said change shall be immediately furnished the office of said Commissioners and shall be posted in the same manner as above.

RATES APPLYING IN BOTH DIRECTIONS.

5. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

BASIS OF COMPUTING RATES.

6. In computing rates for the transportation of prop-

erty and passengers, the mileage of the shortest available practical route shall be used. No railroad doing business in the State shall charge more for the transportation of property or passengers between any intrastate points than the lowest rate between such points thus computed.

INCREASED RATES.

7. In no case shall any railroad or common carrier doing business wholly or in part within the State of Florida, advance or increase any special rate or other rates, demurrage charges, storage or wharfage charges, without first submitting the proposed increased rate or rates, demurrage, storage or wharfage charges to the Railroad Commissioners and receiving their approval.

BOOKS AND PAPERS TO BE FURNISHED.

8. Each railroad company or common carrier doing business in the State of Florida shall furnish to the Railroad Commission on demand any books or papers in the possession of said railroad company or common carrier, and a written transcript or copy of any paper in the possession of said railroad company or common carrier which may appear to the Commission as necessary to aid them in the discharge of their duty.

TRAFFIC ARRANGEMENTS, ETC., BETWEEN RAILROADS.

9. Copies of all rate sheets, tariffs and circular orders issued, and all contracts and agreements between, railroad companies, as to the rates of freight and passenger tariffs, and all arrangements and agreements whatever as to the division of earnings of any kind by competing or connecting lines of railroad doing business in this State, shall be submitted to the Commission for inspection, revision and approval.

RIGHT TO MODIFY OR SUSPEND RULES.

10. The Commissioners reserve the right to suspend or modify the enforcement of any of their rules, regulations, rates, etc., at discretion, when, in their opinion, the conditions are such that a strict enforcement of the same would work hardship or injustice.

RULES, HOW NOT TO BE CONSTRUED.

11. Whenever, in any of the Rules prescribed by the Commissioners, common carriers are required to perform or not to perform any act or acts, such requirements shall not be construed to be so absolute as to deprive a common carrier of any excuse which the law regards as sufficient for the non-performance or the performance of such act or acts.

RAILROADS MUST REPORT WRECKS.

12. This Rule held invalid by the State Supreme Court.

CARRIERS SHALL POST NOTICES OF REGULATIONS.

13. All common carriers shall post in their stations and in their cars all such notices pertaining to the regulation of their business as the Railroad Commissioners may direct.

SECTION 2—RULES GOVERNING THE TRANSPORTATION OF PASSENGERS.

BAGGAGE.

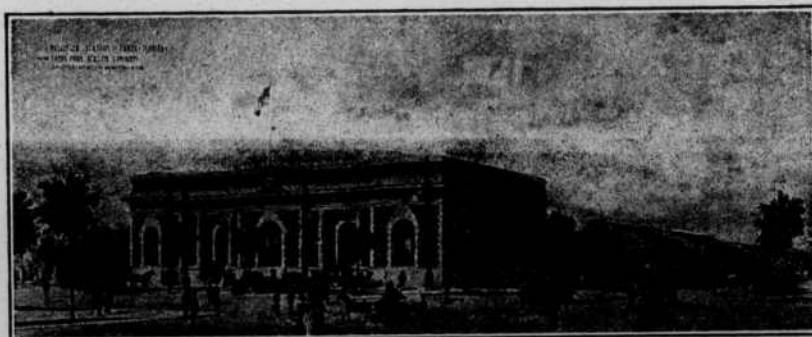
1. Each passenger shall be entitled to free transportation of baggage not exceeding 150 pounds in weight.

LESS THAN MAXIMUM RATES MAY BE CHARGED.

2. Railroads will not be prohibited from charging less than the rates prescribed for the transportation of passengers, provided such charge is not an unjust discrimination in favor of or against persons or localities.

MINIMUM FARE.

3. Ten (10) cents as a minimum fare may be collected where the regular fare would be less than that sum.



UNION PASSENGER DEPOT, TAMPA, FLA., FOR WHICH CONTRACT
HAS BEEN LET.

Atlantic Coast Line, Seaboard Air Line and Tampa Northern Railroads.

COMPUTATION OF FRACTIONS.

4. Where the fare for any distance does not end in 0 or 5, sums ending in $2\frac{1}{2}$ or over may be counted as 5, and sums less than $2\frac{1}{2}$ as 0. For example, for $42\frac{1}{2}$ cents collect 45, and for 42 cents collect 40. Nothing in this rule shall prevent any railroad company from giving the exact change in cents.

FREE OR REDUCED RATES, EXCURSIONS, ETC.

5. A railroad company shall not be prevented from the free carriage of destitute or homeless persons transported by charitable societies and the necessary agents employed in such transportation, or from the issuance of mileage, excursion, commutation or round trip passenger tickets; or from giving free carriage to its own officers and employees; or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employees; or free carriage or reduced rates to persons in charge of live stock shipped from the points of shipment to destination and return, or from issuing second-class tickets, for the holders of which second-class tickets so issued second-class accommodations shall be furnished.

POSTING ARRIVAL OF DELAYED TRAINS.

6. It shall be the duty of any railroad operating in the State of Florida to keep a bulletin board of sufficient size at every open telegraph station along its line where such train is scheduled to stop, on which shall be plainly posted the schedule time of arrival of all its passenger trains; and when any passenger train on any such railroad shall be behind the schedule time more than thirty minutes it shall be the duty of said railroad to promptly bulletin and keep posted at every such open telegraph station along its line in the direction which said train is going, the time such train is behind the schedule time.

Such notice of late trains shall be bulletined not less than half an hour before the schedule time of arrival of said train, but passengers acting upon this information will do so at their own risk.

A copy of this rule, printed in large type, shall be posted at top of bulletin board at all open telegraph stations.

COLLECTION OF CASH FARES.

7. Passengers boarding railroad trains at any station where there is a ticket office duly kept open for at least thirty minutes before the departure of a passenger train may be charged not exceeding 15 cents extra passenger fare if they do not present ticket to the conductor for their transportation; provided, however, that this rule shall not apply in cases where the connection between trains is too close to permit passengers to purchase tickets.

All railroad companies are required to post a printed copy of this order at one or more conspicuous places in their ticket office, such notice to be printed on cardboard in large type.

8. Rescinded.**RAILROADS MUST PROVIDE FIRES, LIGHTS, ETC.**

9. All railroad and terminal companies are required at all their regular agency stations:

(1) To provide fires in the waiting rooms whenever fires are necessary for the comfort of the traveling public.

(2) To light the waiting rooms and the approaches to trains, after dark, sufficiently for the comfort and the safety of the traveling public.

(3) To keep the waiting rooms in a clean and sanitary condition.

(4) To keep a sufficient supply of good drinking water for the traveling public.

RAILROADS SHALL OPERATE SUFFICIENT NUMBER OF COACHES.

10. All railroad companies shall operate on each passenger train a sufficient number of comfortable passenger coaches to provide seats for such number of passengers as they may reasonably expect for the daily travel on such train.

COACHES MUST BE HEATED, LIGHTED, ETC.

11. All railroad and other companies owning or operating passenger coaches (which shall include sleeping cars and chair cars) are required:

- (1) To heat them whenever necessary for the comfort of the passengers.
- (2) To light them sufficiently after dark.
- (3) To keep in them a sufficient supply of good drinking water for the passengers.
- (4) To keep them in a clean and sanitary condition.
- (5) To see that no passenger is permitted to monopolize more than one seat when seats are required for other passengers. In sleeping cars the sale of one berth shall entitle the passengers, when the berths are not made up in the section, to one-half of the section, but the sale of a day seat shall entitle the passenger to but one seat in a section. It is hereby made the especial duty of all train conductors and of all sleeping car and chair car conductors in their respective cars to enforce this fifth paragraph of Rule 11, but a failure by them so to enforce it will be deemed a violation thereof on the part of the company.

RAILROADS CANNOT DISCONTINUE PASSENGER TRAINS WITHOUT PERMISSION.

12. No railroad company shall discontinue running any regular train carrying passengers, either wholly or in part, without the consent of the Railroad Commissioners, previously obtained.

Written application for such consent must be made at least ten days before the date for the proposed discontinuance, but the Railroad Commissioners may in their discretion shorten the time of application, for good cause shown.

This rule does not apply to a passenger train or trains put on for special occasions, such as fairs, carnivals, conventions, excursions and the like.

TRAINS CARRYING PASSENGERS MUST STOP AT REGULAR STOPS.

13. Trains carrying passengers must stop at regular stations where they are scheduled to stop, and must stop on flag at flag stations where they are scheduled to stop.

SECTION 3—RULES GOVERNING THE TRANSPORTATION OF FREIGHT.

CONNECTING RAILROADS UNDER SAME MANAGEMENT.

1. All connecting railroads which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting roads, the majority of whose stock is owned or controlled either directly or indirectly by one of the connecting lines, shall, for the purpose of transportation, in applying their schedules of freight rates, be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road, unless otherwise specified. The fact that each of said roads has a separate board of directors shall not prevent the application of this rule. Whenever any railroad company owns and operates in connection with its road, and for the purpose of transporting its cars, freight or passengers, any steamer or other water craft, such steamer or water craft shall be deemed a part of its said road.

MAXIMUM RATES MAY BE REDUCED.

2. The schedule of rates allowed and adopted by the Railroad Commissioners for each road are maximum rates, which shall not be transcended. They may, however, carry at less than the rates allowed and adopted; provided that, if they carry for less than one person, they shall, for the like service, under similar circumstances and conditions, carry for the same lessened rates for all persons except as mentioned hereafter; and if they adopt less freight rates for one station they shall make a reduction of the same per cent at all stations along the line of road, so as to make no unjust discriminations as against any person or locality. But when, at any point within this State, there are competing lines of transportation, any railroad company injuriously affected thereby may, at such competing point, make rates below those allowed or adopted, to meet such competition, without making a corresponding reduction along the line of road.

The Commissioners may entertain application for temporary modification of so much of this rule as requires the general reduction of rates to all stations when made to any station, when in their judgment a local and temporary cause may justify such modification, as, for instance, epidemic, floods, drouths, storms or other exigencies.

RAILROADS MUST ACT AS COMMON CARRIERS.

3. No railroad company shall decline or refuse to act as a common carrier to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule.

COMPUTATION OF PERCENTAGES.

4. In the computation of percentages, if, after the percentage prescribed shall have been added or subtracted, as the case may be, should there be a fraction, any fraction of a cent less than one-half cent shall be discarded, and any of one-half cent or over may be counted as one cent.

RATES ON SMALL SHIPMENTS.

5. The minimum charge on a single shipment of one class from one consignor to one consignee shall be computed at the actual weight at the class or commodity rate to which it belongs, provided the charge shall not be less than twenty-five cents.

If the shipment contains articles in different classes and in separate packages, the charge shall be computed at the actual weight of each package at the class or commodity rate to which it belongs, provided, the aggregate charge on the shipment shall not be less than twenty-five cents.

If a package contains articles in two or more classes, the charge shall be computed at the actual weight of the package at the highest class or commodity rate to which any of the articles belong, provided the charge shall not be less than twenty-five cents.

FREE OR REDUCED RATES.

6. Railroad companies shall not be prevented from the

carriage, storage or handling of property free or at reduced rates, for charitable purposes, or to and from fairs and expositions for exhibition thereat.

FREIGHTS EXEMPT FROM RULE 2.

7. The rates specified, or hereafter to be allowed, for ores, sand, clay, rough stones, common brick, bone, lumber, shingles, laths, staves, empty barrels, wood, straw, shucks, hay, fodder, corn in the ear, tan bark, turpentine, rosin, tar, sawdust, household goods, moss, palmetto leaves and heads, melons by the carload, are maximum rates; but the railroads are left free to reduce the same at discretion; and all such rates are exempt from the operation of Rule 2; provided, that all such rates made by any railroad under this rule shall be submitted to the Commission and approved by them. No rates have been prescribed for articles in the classification designated by the letter "S." Such articles are subject to special contract. The Commission will entertain complaints of excessive charges for transportation of such articles in all cases, except where the price charged was according to contract between the shipper and carrier.

SHIPERS TO LOAD AND UNLOAD.

8. Consignors and consignees will be required to load and unload bulk freight in carloads unless otherwise provided by special agreement.

CHARGES FOR HAULING HEAVY FREIGHT.

9. The charges for handling extra-heavy freight may be as follows:

Under 2,000 pounds, no charge for extra handling.
 2,000 pounds and under 3,000, \$3.00 for extra handling.
 3,000 pounds and under 4,000, 5.00 for extra handling.
 4,000 pounds and under 5,000, 7.00 for extra handling.
 5,000 pounds and under 6,000, 8.00 for extra handling.
 6,000 pounds and under 7,000, 10.00 for extra handling.
 Over 7,000 pounds, subject to special contract.

CARLOAD SHIPMENTS.

10. (1) In all cases in which the classification provides a rate of per 100 pounds, per ton, or per barrel, giving

to carload shipments lower rates than apply to less than carload shipments, the standard minimum weight of a carload shall be 24,000 pounds, unless otherwise specified. Where the actual weight loaded in a car is in excess of the minimum weight, such excess may be charged for in proportion to carload rates; provided, that in no case shall the amount collected on less than a carload exceed the price per carload.

(2) When a number of different articles, all of which are in the same class, are shipped at one time by one consignor to one consignee and one destination, in carloads, such car or cars shall be taken at the carload rate per 100 pounds and at the highest minimum carload weight established for either of the articles contained in the car, actual weight to be so charged for, if in excess of such carload minimum. When, however, articles shipped as above are in classes N, O or P., the lowest carload minimum weight shall be taken. This clause of the rule shall apply only when the consignor or the consignee is the actual owner of the property.

(3) Carload rates apply to the carload and more made by one shipper at one time to one and the same point of delivery to the same consignee, although the same may, in fact, be carried by the railroad to the point of delivery in lots less than the amount recognized as a carload.

FERTILIZER—ARTICLES EMBRACED IN.

11. The term "fertilizers" embraces the following and like articles, when intended to be used as fertilizers, to-wit: Sulphate of ammonia, ashes, bone black, ground and dissolved bone, bone dust, castor pomace, cottonseed meal, cottonseed ashes, cottonseed, fish scraps, guano, superphosphates, gypsum, kainit, german salts, nitre cake, nitrate and sulphate of soda, oil cake, potash, fine-ground plaster, salt cake, saltpetre, sulphur, muck, tank stuffs, and tobacco dust and sweepings, and like articles when intended to be used as fertilizers.

L. C. L. SHIPMENTS.

12. In no case shall the amount collected on L. C. L. shipments exceed the charges per carload for the same class of goods, nor shall the charge for a car fully loaded exceed the charge for the same property if taken at a less than carload shipment.

ESTIMATED WEIGHTS.

13. All articles will be charged at **GROSS WEIGHT**, without regard to weight given by shippers and inserted in bills of lading; except that when an article is classified to be accepted at an estimated weight such estimated weight will apply when the actual weight of the articles named below *cannot be ascertained at point of shipment, or at destination, or in transit*, the following estimated weights shall govern:

Article.	Weight.
Cement, Portland, per barrel.....	400 pounds
Cement, except Portland, per barrel.....	300 pounds
Clay, per cubic yard.....	3,000 pounds
Coal, per bushel.....	80 pounds
Coke, per bushel.....	40 pounds
Gravel, per cubic yard.....	3,200 pounds
Laths, green, per 1,000.....	700 pounds
Laths, seasoned, per 1,000.....	550 pounds
Lime, Rockland, per barrel.....	230 pounds
Lime, other than Rockland, per barrel.....	210 pounds
Lime, per bushel.....	80 pounds
Lumber, ash or black walnut, green, per 1,000 feet	4,500 pounds
Lumber, ash or black walnut, seasoned, per 1,000 feet	4,000 pounds
Lumber, elm, hickory or oak, green, per 1,000 feet	6,000 pounds
Lumber, elm, hickory or oak, seasoned, per 1,000 feet	4,500 pounds
Lumber, white pine or poplar, green, per 1,000 feet	4,000 pounds
Lumber, white pine or poplar, seasoned, per 1,000 feet	3,000 pounds
Lumber—Yellow Pine, rough:	
Boards under 2 in., green, per 1,000 feet....	5,500 pounds
Boards under 2 in., seasoned, per 1,000 feet.	4,250 pounds
Framing, 2x4 to 4x8, green, per 1,000 feet..	5,000 pounds
Framing, 2x4 to 4x8, seasoned, per 1,000 ft.	4,000 pounds
Timbers, 6x6 and up, green, per 1,000 feet..	4,500 pounds

Lumber, Dressed, per 1,000 feet—Cypress, Gum, Poplar and Yellow Pine, viz:

Bevel Siding, from 1 in. stock, seasoned....	1,100 pounds
Bevel Siding, from 5.4 in. stock, seasoned..	1,500 pounds
Ceiling, 5-16 in. net, 3 $\frac{1}{4}$ in. face, seasoned....	1,100 pounds
Ceiling, 7-16 in. net, 3 $\frac{1}{4}$ in. face, seasoned....	1,400 pounds
Ceiling, 9-16 in. net, 3 $\frac{1}{4}$ in. face, seasoned....	1,600 pounds
Ceiling, 11-16 in. net, 3 $\frac{1}{4}$ in. face, seasoned..	2,000 pounds
Ceiling or Partition, $\frac{5}{8}$ in. net, seasoned....	1,700 pounds
Ceiling or Partition, $\frac{3}{4}$ in. net, seasoned....	2,100 pounds
Drop Siding, seasoned.....	2,250 pounds
Finish, 1x4 in. and up, dressed four sides, seasoned	2,850 pounds
Flooring, 13-16 in. and 2 $\frac{1}{4}$ and 3 $\frac{1}{4}$ face, sea- soned	2,250 pounds
Flooring, 13-16 in. and 2 $\frac{1}{2}$, 3 $\frac{1}{2}$ and 5 $\frac{1}{4}$ face, seasoned	2,400 pounds
N. O. S., seasoned.....	3,000 pounds
N. O. S., green.....	4,000 pounds
Lumber, N. O. S., green, per 1,000 feet....	6,000 pounds
Lumber, N. O. S., seasoned, per 1,000 feet..	4,000 pounds
Sand, per cubic yard.....	3,000 pounds
Shingles, green, per 1,000.....	550 pounds
Shingles, seasoned, per 1,000.....	450 pounds
Staves, heading or hoop-poles, green, car loaded to depth of 43 inches, per car.....	30,000 pounds
Staves, heading or hoop-poles, seasoned, car loaded to depth of 50 inches, per car.....	30,000 pounds
Stone, not dressed, per cubic foot.....	160 pounds
Tan Bark, green, per cord.....	2,600 pounds
Tan Bark, seasoned, per cord.....	2,000 pounds
Telegraph Poles, Fence Posts or Rails, per cord	3,500 pounds
Turpentine, in barrels, per barrel.....	432 pounds
Wood, green, per cord.....	3,500 pounds
Wood, seasoned, per cord.....	3,000 pounds

**ARTICLES TOO LONG OR TOO BULKY TO BE
LOADED IN BOX CARS.**

14. Unless otherwise specified, articles too long or too bulky to be loaded in box cars, but not requiring two or more open cars, shall be charged at actual weight; provided, that in no case shall the charge on a single consignment be less than 4,000 pounds at the first-class rate.

CHARGES FOR SWITCHING OR TRANSFERRING
CARS WHEN PASSING OVER TWO OR
MORE ROADS.

15. A charge of not more than two dollars per car, without regard to its weight or contents, will be allowed, except to the railroad having the line haul of the same, for transporting, switching or transferring a loaded car from any point on any railroad to a connecting railroad or to any warehouse, side track or other point within the switching limits of the place; and no railroad shall decline or refuse to transport, switch or transfer any such car or to receive it from any connecting railroad for such purposes. The switching limits of any place, within the meaning of this Rule, shall be the switching limits usually operated there, but in no case less than three miles. No railroad shall reduce any of its switching limits without first obtaining the approval of the Railroad Commissioners.

When in the transfer, switching or transportation of a car between such points, it is necessary to pass over the track or tracks of any intermediate railroad or railroads, said maximum charge of two dollars shall be equitably divided between the railroads at interest, excluding that having the line haul.

When a charge is made for the transfer, switching or transportation of a loaded car between such points, no additional charge shall be made for the accompanying movement of the empty car in the opposite direction. No charge whatever shall be made by a railroad having the line haul for placing, for loading, an empty car at any warehouse or other point on its own line or side track, or for switching the loaded car to or from the same either for delivery or for transportation.

Provided that this rule shall not interfere with any prevailing legal rate for the transportation of freight between different stations; and shall not apply to any freight that does not pay a direct freight transportation charge in connection with a switching charge.

CHARGES FOR SWITCHING LUMBER.

15-A. The charge for switching cars of rough lumber consigned to and arriving at the City of Jacksonville, from points in this State to any planing mill in the Jacksonville yards, and thence, after lumber is dressed, to any point in

the same yards, shall not be more than \$2.00 per car; provided, that when the said switching movement is over the tracks of more than one railroad, a charge of not more than \$3.00 may be made. This rule shall not be interpreted as rescinding or modifying Rule 15, except as herein specifically provided.

DELIVERY OF CARS TO CONNECTING ROADS.

16. The Commission will prescribe particular rules and conditions for the delivery, without delay, to any connecting road of the same gauge all cars consigned to points beyond such connecting roads, so as to promote speedy transportation and prevent unjust discrimination. Due regard will be had in each instance to the attainment of such purposes.

RIGHTS OF SHIPPERS TO ROUTE FREIGHTS.

17. The right of a shipper to direct by what line or lines of railroad in this State his shipments shall be transported within the State of Florida shall be observed by all railroads in this State.

COMMODITY RATES TO GOVERN.

18. Commodity rates, authorized by the Commission, shall invariably govern, whether higher or lower than class rates.

JOINT RATES.

19. On shipments of freight, except classes L, N, O and P, not governed by Rule 1, originating and terminating in this State, which shall pass over the whole or portions of two or more roads, not under the same control, the maximum rate charged on such shipments shall not be greater than the sum of local rates on such freights less ten (10) per cent. for the distance hauled over each road. The total rate thus ascertained on such freights from the point of shipment to the point of destination shall be divided in such proportions between the roads over which such freights pass, so as to give to each road interested in the shipment its local rate less ten (10) per cent. for the distance such shipment is hauled, conditioned upon the initial line delivering the traffic to the delivering road at its nearest junctional point.

On Classes L, N, O and P the joint rate shall not exceed the sum of the local rates on such freight.

Nothing in this rule shall be construed to prevent the total of any joint rate made under this rule from being divided in such proportions between the roads interested in the same as they may agree upon, but a failure to so agree between the roads interested shall in no way affect the total joint rate to be charged and collected on or work delay in the transportation of such freight, or be a subject of appeal to the Commission by the roads at interest.

SETTLEMENT OF CLAIMS FOR OVER-CHARGES.

20. All over-charges on freight by any railroad or common carrier doing business in the State of Florida shall be settled within thirty (30) days after demand upon the agent at the delivery depot (and surrender of shipping receipt) by the consignee or person paying the freight.

Whenever an over-charge on freight has been made on a shipment over two or more railroads or common carriers, it shall be settled by the delivering road or carrier.

If the overcharge is made on a shipment to a flag station, then the demand to be made on the agent of the regular station to which the same was billed.

This rule will apply to claims made through the Railroad Commission, except that demand for settlement will be made upon the Traffic Manager or General Freight Agent of the company.

FREIGHT RECEIPTS.

21. All railroad companies doing business in this State shall, upon demand, issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad issuing such receipt, and, as far as practicable, shall state the charges upon the same over the connecting roads transporting such freight; and in all cases the railroads receiving such freight shipped shall be held in all the courts of this State as responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which reasonable length of time shall be determined after due investigation by said Railroad Commissioners. When

the consignee of such freight presents the railroad receipt to the agent of the railroad last transporting said freight, such agent shall deliver the articles shipped upon the payment of the rates charged for the class of freight as stipulated in said railroad receipt.

DELIVERY OF FREIGHTS.

22. Railroad companies shall deliver to each consignee of freight the article or articles mentioned in the receipt (or bill of lading) on the payment of the lawful rate for the class or classes of freight transported, and the consignee shall not be compelled to pay for any article or articles not received by him. When a part of the articles mentioned in the receipt shall reach the point of destination, it shall be the duty of the railroad company at such point to deliver the same upon the payment by the consignee of the freight charges on said article or articles, notwithstanding the remainder of the articles mentioned in the receipt may have been delayed or lost.

EQUIPPING LUMBER CARS

23. Whenever application is made by any person to any railroad company or common carrier engaged in business in the State of Florida for flat cars on which to load any lumber or timber, in accordance with the provisions of Section 5213, Laws of Florida, approved June 4, 1903, the equipment furnished with said cars, in accordance with the provisions of said Act, shall be capable of being readily removed or lowered, so that the lumber or timber may be loaded on or off the said cars without being obstructed, impeded or inconvenienced by such equipment.

ESTABLISHING AND ABOLISHING STATION AGENCIES.

24. Each and every depot or station agency on the line of the road now maintained, conducted or used in Florida by any railroad or express company in this State for the transaction of business with the public, is hereby formally established and located at the point and on the premises where the same is now being so maintained and conducted. No such depot or station agency as aforesaid now established, or hereafter to be established, pursuant to order

made by the Railroad Commission of Florida, or voluntarily by such company, shall be closed, removed, suspended or abolished without authority granted by this Commission, upon written application.

Provided, however, That this rule shall have no application to any depot or station agency heretofore established, or that may hereafter be established for the special or temporary purpose, or not as a general depot or station agency.

Provided, further, That whenever any depot or station agency is established, it shall be the duty of the railroad company to file in the office of the Railroad Commission, within thirty days after the establishment thereof, all information needed for a full and proper understanding of all the interests to be affected thereby, showing the necessity for and purposes of establishing such depot or station agency.

Provided, further, That it shall be the duty of the railroad and express companies operating in the State of Florida to file, in the office of the Railroad Commission, within thirty days from the date of this order, a list of all depots or station agencies now being operated by them for special or temporary purposes, giving, with reference to each of them, the information hereinbefore required as to the agencies to be established in the future.

OVERLOADING CARS.

25. When any car of lumber is loaded in excess of its marked carrying capacity the excess may be charged for at double the lumber rate; but any railroad company may refuse to transport any car of lumber loaded in excess of its marked carrying capacity, and may transfer such excess to another car and require the consignee to pay the expense of transferring it, and shall transport the same at the regular lumber rate.

OFFICE HOURS.

26. At all of their agencies in Florida railroads shall receive all freight offered, proper for transportation, and shall make the usual deliveries of freight to consignees (Sundays and legal holidays excepted) between the hours of 7 o'clock a. m. and 5 o'clock p. m.; provided, that in cities or towns having less than ten thousand (10,000)

inhabitants, according to the most recently published National census, the agent may take an intermission of one hour for dinner.

RATES ROADS MUST PAY OTHER ROADS FOR USE OF CARS.

27. (1) Every railroad and terminal company shall pay for the use of freight cars of other companies twenty-five cents per car per day, which shall be paid for every calendar day, excluding the first and including the last. A company receiving and delivering a car on the same day shall not pay the per diem for that day.

(2) For each car in switching service, the switching line may reclaim from the railroad for which the service was performed an arbitrary amount equal to the above per diem for four days.

(3) The above amounts of per diem and reclaim are maximum amounts, and may be reduced by agreement between railroads, but all such agreements must, under Section 2907, of the General Statutes, be submitted to the Railroad Commissioners for inspection and correction.

(4) This rule does not apply to cars having other than railroad ownership.

TRANSFERRING CARLOAD SHIPMENTS TO OTHER CARS IN TRANSIT.

28. Whenever any railroad transporting a carload shipment consigned to a non-agency station shall re-load said shipment into another car, either on its own line or at a junction with another line of railroad, it must on the same day mail a notice to both the consignor and the consignee, stating the initials and numbers of the car into which the shipment has been transferred as well as of the car from which the transfer was made.

Such re-loading must not take place except under circumstances which would legally justify it.

SECTION 4—RULES AND REGULATIONS
GOVERNING TRANSPORTATION
OF LIVE STOCK.

ESTIMATED WEIGHTS.

1. The weights given below are estimated weights and not actual, and are simply used to get the rating on live stock. (To illustrate: One horse, mule or horned animal is estimated at the same rate as 2,000 pounds of any kind of first-class freight at carrier's risk and second-class at owner's risk.)

LIVE STOCK, LESS THAN CARLOADS, WILL BE
TAKEN AT THE FOLLOWING ESTIMATED
WEIGHTS.

One horse, mule or horned animal, except as specified below	2,000 pounds
Two horses, mules or horned animals, ex- cept as specified below, in the same car and from the same shipper to the same consignee	3,500 pounds
Each additional horse, mule or horned animal, except as specified below, in the same car and from the same shipper to the same consignee	1,000 pounds
Stallions, jacks and bull, each.....	3,000 pounds
Each cow and calf together, not crated....	2,500 pounds
Each mare and foal, together	2,500 pounds
Shetland ponies, any age, not crated	1,000 pounds
Yearling cattle, except bulls, not crated each	1,000 pounds
Colts, under one year old, except stallions, not crated	1,000 pounds
Calves, under one year old not crated.....	1,000 pounds
Calves, under one year old, crated, each, actual weight, but not less than	100 pounds
Sheep crated, each, actual weight, but not less than	100 pounds
Lambs, crated, each, actual weight, but not less than	100 pounds



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Hogs, crated, each, actual weight, but not less than	100 pounds
Pigs, crated, each, actual weight, but not less than	100 pounds
Sheep, lambs, hogs and pigs, L. C. L. will not be received unless crated.	
Goats, same as Sheep.	
Kids, same as Lambs.	
Cows, calves, colts, ponies, hogs, sheep, lambs and other animals, crated, actual weight, but not less than.....	100 pounds
In no case shall the charge for less than a carload of live stock exceed the charge for a carload.	

MAXIMUM VALUATION OF LIVE STOCK SHIPMENTS.

	Each.
Horses and mules, not over	\$ 75.00
Horned cattle, not over.....	30.00
Stallions, jacks and bulls, not over.....	150.00
Lambs, calves, hogs or sheep, not over.....	5.00
Mare and colt, together, not over.....	100.00
Cow and calf, together, not over.....	35.00

For every increase of 100 per cent. or fraction thereof in valuation, there shall be an increase of 50 per cent. in rates.

MIXED SHIPMENTS.

Mixed shipments of cattle, hogs, lambs, etc., may be taken in carloads at carload rates prescribed for the transportation of cattle, but carriers will be released from any damage to animals, whether caused by their own actions, or to each other—suffocation, exhaustion from heat and cold, and (if not haltered) from escape.

Shippers will be required to feed, water and care for stock at their own expense. When food is furnished by carrier a charge will be made for the same and collected from consignee.

One, two or three cars of live stock will entitle the owner or his agent to be carried free to point of destination of consignment, on the train with the stock, to care for the same. Four to seven cars, inclusive, belonging to one owner, two men in charge, and eight cars or more,

belonging to one owner, three men in charge, which number is the maximum number of attendants that will be carried free for one shipment.

Return transportation not given to owners, agents or attendants.

Demurrage Rules.

The railroads doing business wholly or in part within the State of Florida are hereby authorized to operate the following demurrage rules:

RULE I.

FREIGHT SUBJECT TO CAR SERVICE CHARGES.

All freight in cars, whether full carload or not, shipped to one consignee and taking track delivery, will be subject to car service regulations.

RULE II.

NOTICE TO CONSIGNEES.

Railroad companies shall give prompt notice by mail or otherwise to consignee of the arrival of goods, together with the weight and amount of freight charges due thereon as shown by way bills, and when goods or freight of any kind in carload quantities arrive said notice must contain letters or initials of car, number of the car, net weight and the amount of freight charges due on the same. Storage and demurrage charges may be assessed if goods are not removed in conformity with the following rules and regulations. No storage or demurrage charges, however, shall in any case be allowed unless legal notice of the arrival of the goods has been given to the owner or consignee thereof by the railroad company.

RULE III.

LEGAL NOTICE.

Legal notice referred to in these rules may be either actual or constructive. Where the consignee is personally served with notice of the arrival of freight, free time ends seventy-two (72) hours from the time of notification, not including Sundays or legal holidays. Constructive notice

referred to consists of *posting notice by mail to consignee*. Where this mode of giving notice is adopted, there shall be twenty-four (24) hours' additional free time to be added to the seventy-two (72) hours to be computed from the time notice was mailed; provided, however, that if, in any case, when notice of arrival is given by mail, the consignee will make oath that neither he, his agents nor employees, have received such notice, then no demurrage charges shall be made until after legal notice, as above specified, is given.

RULE IV.

PER DIEM CHARGE.

A charge of one dollar (\$1.00) per car per day shall be made for detention of cars and use of track when cars are not loaded or unloaded within seventy-two (72) hours, not including Sundays and legal holidays, except when loaded with seed cotton, cottonseed in bulk, cottonseed hulls in bulk, fertilizer material in bulk, coal, bulk potatoes, bulk cabbage, brick and dressed lumber (in box cars), ninety-six (96) hours will be allowed for *unloading*. It being understood that said car or cars are to be placed and remain accessible to the consignee for the purpose of unloading during the period in which held free of demurrage; that when the period of such demurrage charges commences, they are to be placed accessible to the consignee for unloading purposes on demand of the consignee; provided, however, that if the railroad company shall remove such car or cars after being so placed, or in any way obstruct unloading of same, the consignee shall not be charged with delay caused thereby; provided further, that when any consignee shall receive four or more cars during any one day taking track delivery, the said car in excess of three shall not be liable to demurrage by any railroad company until after the expiration of ninety-six (96) hours. Any fraction of a day shall be considered a day.

RULE V.

GOODS CONSIGNIED TO ORDER OF SHIPPER.

When consignors ship goods consigned to themselves, it shall be the duty of the railroad companies to give legal notice to such consignees, or persons to whom shipping

directions order delivery. This notice may be addressed by mail to the consignee at point of delivery, and demurrage will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient legal notice in such cases, whether the consignee actually receives the same or not.

RULE VI.

REFUSAL TO ACCEPT SHIPMENTS.

When the consignee shall refuse to accept freight tendered in pursuance of the bill of lading, the carrier charged with the duty of delivery may give the consignor legal notice of such refusal; and if he shall not, within three days thereafter, give directions for the re-shipment or unloading of such goods, he shall thenceforth become liable to such carrier for demurrage upon the car or cars in which they are stored to the same extent and at the same rate as such charges are now, under like circumstances by the rules of this Commission, imposed upon consignees who neglect or refuse, after notice of arrival, to remove freight of like character from the cars of a carrier.

A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same except upon payment of all charges for demurrage which would otherwise have accrued.

RULE VII.

CARS FOR DELIVERY ON TEAM TRACKS OR PRIVATE SIDINGS.

Section 1. Cars containing freight to be delivered upon carload delivery tracks or private sidings are to be delivered upon the tracks designated by consignee upon arrival, or as soon thereafter as the ordinary routine of yard work will permit.

Sec. 2. Cars containing property, the billing of which does not specify any particular delivery, and for which no standing or special order has been filed with carrier's agent within twenty-four (24) hours, will be considered as requiring general track delivery and shall be so placed after twenty-four (24) hours.

Sec. 3. Cars for unloading shall be considered placed

when such cars are held in receiving yards awaiting orders from shippers or consignees, or when held for payment of freight charges; Provided, The railroad company could otherwise have placed such cars on delivery tracks accessible to the consignee for the purpose of unloading, except that it was consigned to private sidings already fully occupied and delivery, therefore, impracticable, detention is to be computed from time of notification.

RULE VIII.

CARS HELD FOR SHIPPING DIRECTIONS.

Cars detained or held for want of proper shipping instructions, or by reason of improper or excessive loading (where loading is done by shipper), shall be subject to a demurrage charge of one dollar (\$1.00) per car for each day or fraction of a day said car or cars are so detained or held. Likewise, when cars are promptly loaded and shipping instructions given, the railroad agent must immediately issue the bills of lading therfor; and if said car or cars are detained or held and not carried forward within forty-eight (48) hours, except perishable articles, which shall be moved within twenty-four (24) hours thereafter, said railroad company shall be liable to said shipper for the payment of one dollar (\$1.00) per car per day for each day or fraction of a day that said car or cars are thus detained or held.

RULE IX.

CONSIGNMENTS MORE THAN FOUR MILES DISTANT.

A consignee living more than four miles from the depot, and whose freight is destined to his residence or place of business so located, shall not be subject to storage or demurrage charges allowed in the above rules until a sufficient time has elapsed after notice for said consignee to remove said goods by the exercise of *ordinary diligence*.

RULE X.

RAILROADS ALLOWED TO STORE PROPERTY.

Railroad companies are authorized to store such property in public warehouses at the expense of owner if same is not removed before demurrage charges attach.

RULE XI.

PER DIEM CHARGE ALLOWED CONSIGNEES.

When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within seventy-two (72) hours (not including Sundays or legal holidays), computed from 10 A. M. the day after arrival of the same, the shipper or consignee shall be paid one dollar (\$1.00) per day for each day said delivery is so delayed.

RULE XII.

STORMY WEATHER.

Whenever the weather during the period of free time is so severe, inclement or rainy that it is impracticable to secure means of removal, or where, from the nature of the goods, removal would cause injury or damage, such time shall be added to the free period; and no demurrage charges shall be allowed for such additional time.

This rule applies to the state of the weather during business hours.

RULE XIII.

DISCRIMINATION AND EXEMPTIONS.

Railroads shall not discriminate between persons or places in storage or demurrage charges. If a railroad company collects storage or demurrage of one person, under the demurrage rules, it must collect of all who are liable. No rebate, drawback or other similar device will be allowed. If demurrage is collected by a railroad company at one point on its line, it must be collected at all places on its lines of those liable under the rules of the Commission.

Provided, That all package freight unloaded in a depot or warehouse, which is not removed by the owners thereof from the custody of the railroad company within seventy-two (72) hours (not including Sunday or legal holidays) after legal notice of arrival, may be subject thereafter to a charge of storage for each day or fraction of a day that it may remain in the custody of the railroad company, as follows:

In less than carload quantities, not more than one cent per 100 pounds per day.

In carload quantities, not more than one dollar (\$1.00) per day.

Provided further, That in no case shall the amount collected for storage of a less than carload shipment exceed the amount authorized to be charged as storage or demurrage on a carload of similar freight for the same length of time when not unloaded from the car as provided by the Demurrage Rules.

Provided further, That the Commission shall hear and grant applications to suspend operation of this rule whenever justice shall demand this course.

RULE XIV.

STORAGE CHARGES ON BAGGAGE.

Baggage remaining more than twenty-four hours after delivery from trains or after delivery at stations for transportation will be subject to a storage charge for each piece or twenty-five cents for the second day of twenty-four hours or fraction thereof, and for each succeeding day, at the rate of ten cents per day, until the end of the calendar month, or until the accrued charges amount to one dollar (\$1.00) for each piece.

If a second month is entered upon, a charge for the first month will be repeated until the accrued charges amount to 50 cents for each piece. The rate for each month succeeding will be the same as for the second month.

When baggage arrives between the hours of 3 P. M. Saturday and 3 P. M. Sunday, it will be held without charge until 3 P. M. Monday.

RULE XV.

STORAGE CHARGES ON BAGGAGE FOR SEABOARD AIR LINE RAILWAY.

For all articles of baggage, consisting of trunks, valises, packages, etc., remaining on hand at station more than twenty-four hours, a storage charge will be allowed of twenty-five cents for the second day of twenty-four hours, or part thereof, until the seventh day. If the baggage remains on hand from eight to thirty days, the charge will be one dollar.

If the second month is entered upon, charges should be made as in first month except that ten cents instead of twenty-five cents should be charged for the first day of the second month.

When baggage arrives between 3 p. m. Saturday and 3 p. m. Sunday it shall be held without charge until 3 p. m. Monday.

RULE XVI.

OTHER DEMURRAGE CHARGES.

No other charges shall be made by any railroad company doing business wholly or in part in the State of Florida for storage or demurrage except as provided in the foregoing rules, and these rules shall become effective December 23, 1901.

RULE XVII.

When a shipper makes a written application to a railroad company for a car or cars, to be loaded with any kind of freight embraced in the tariff of said company, for transportation within the State of Florida, stating in said application the character of the freight, the railroad company shall furnish same within four days from 7 o'clock a. m. the day following such application.

Or, when the shipper making application specifies a future day on which he desires to make a shipment (of other than fruit or vegetables), giving not less than four days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

Or, when the shipper making such application specifies a future day on which he desires to make a shipment of fruit or vegetables, giving not less than two days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

For failure to comply with this rule, the company so offending shall forfeit any pay to the shipper applying the sum of \$2.00 per car per day or fraction of a day's delay after expiration of free time, upon demand in writing made within thirty days thereafter by the shipper.

Provided, however, that the collection of the demurrage

herein authorized shall not deprive the shipper of his right to recover in any court of competent jurisdiction such damages as he may sustain by reason of the delay in furnishing cars.

Provided further, that this rule does not alter, abolish, supersede or repeal Rule 3 of the Railroad Commission's "Rules Governing the Transportation of Freight."

RULE XVIII.

DEPOSIT REQUIRED.

A shipper, on whose order a car or cars have been placed for loading, shall be allowed forty-eight hours for the loading of such car or cars, computing the time from 7 o'clock a. m. the day after such car or cars have been placed subject to the order of the shipper, and thereafter a demurrage charge of not more than \$2.00 per car per day, or fraction of a day, may be assessed and collected, and all such cars as have not been tendered to the railroad company with shipping instructions within said forty-eight hours; provided, however, that should the shipper fail to begin loading within forty-eight hours after the expiration of free time, the railroad company shall consider the car or cars released, and may assess and collect \$4.00 on each car, covering the demurrage then due.

Provided, That with every order for a car or cars, the shipper shall deposit with the agent, or other proper official on whom the demand for cars is made, \$4.00 for each and every car so ordered, which shall be refunded promptly to the shipper if the car or cars are loaded as provided for herein; otherwise, to be forfeited to the railroad. And provided further, that any shipper failing to make deposit as herein provided shall forfeit all right to recover demurrage from the railroad for failure to furnish cars within the time required.

Railroad companies shall not be compelled to furnish cars for future shipments to parties in default as to the payment of the demurrage charges herein last provided for, until such demurrage charges have been paid.

If, after placing the car or cars required by this rule, the railroad company shall, during or after free time, temporarily remove all or any of them, or in any way prevent, obstruct or delay the loading of same, the shipper shall not be chargeable with the delay caused thereby.

When, by reason of delay or irregularity on the part of the railroad company in filling orders, cars are bunched in excess of the ability of the shipper to load, as indicated in his applications, the shipper shall be allowed separate and distinct periods of free time within which to load the car or cars specified in each separate application.

RULE XIX.

SHIPMENTS DELAYED IN TRANSIT.

Whenever shipments have been received by any railroad company, such shipments destined to stations within a distance of fifty miles from starting point, shall be transported to destination within two days from 7 o'clock p. m. the day of issuing the bill of lading, and in one day's additional time for each additional fifty miles or fraction thereof; provided, that in computing time of freight in transit there shall be allowed twenty-four hours at each point where transferring from one railroad to another or re-handling of freight is involved, and for failure to transport such shipments within the time prescribed the railroad company shall forfeit and pay to the consignor or consignee the sum of \$2.00 per day on all carload freight and one cent per hundred pounds per day on package freights and freights in less than carload, with minimum charge of twenty-five cents for any package; provided, the shipper makes demand therefor in writing within thirty days thereafter; provided further, that in no case shall the penalty on any shipment exceed the value of the goods transported. The period of time during which the movement of trains is suspended for any cause not within the power of the roads to prevent shall be added to the time allowed herein.

Provided further, That the initial carrier shall be held responsible to the consignor or consignee for delay, in accordance with this rule, and whenever, in the transportation of any freight which may pass over two or more offered to a connection by the initial road, the initial road shall recover of the road at fault for demurrage paid in accordance with this rule.

SCHEDULES OF PASSENGER FARES

Operated by the Railroads in Florida.

Railroads Charging 3 Cents per Mile:

Georgia, Florida and Alabama Railway.
Georgia Southern and Florida Railway.
Pensacola, Alabama and Tennessee Railroad.
Pensacola Division of the L. & N. Railroad.
Georgia and Florida Railway.

Railroads Charging 4 Cents Straight Fare, with 3-Cent Round-Trip Tickets Good for Five Days Exclusive of Day of Sale:

Apalachicola Northern Railroad.
Atlanta and St. Andrews Bay Railway.
Charlotte Harbor and Northern Railway.
Live Oak, Perry and Gulf Railway.
Marianna and Blountstown Railroad.
Ocala Northern Railway.
Ocala and Southwestern Railroad.
Plant City, Arcadia and Gulf Railway.
Standard and Hernando Railway.
Sanford and Everglades Railway.
Suwannee River and White Springs Railway.
Tampa and Gulf Coast Railway.
Tampa Northern Railway.
Woodville Railroad.

Railroads Charging 4 Cents per Mile:

Alabama and Florida, Pensacola and Atlantic, and
Yellow River Division of the L. and N. Railroad.
Florida Central Railroad.
Greenville Southern Railway.
Tampa and Jacksonville Railroad.

Railroads Charging 5 Cents Straight Fare, with 3-Cent Round-Trip Tickets Good for Five Days Exclusive of Day of Sale:

Tavares and Gulf Railway.

The Atlantic Coast Line Railroad Charges 2 3-4 Cents per Mile, Except the Following Branches, Which Charge 3 Cents:

Florida Midland.
Homosassa Branch.
Newberry to Perry Extension.
Oviedo Branch.
Sanford Branch.
Sanford and Tavares.
St. Cloud Sugar Belt.
Sanford and St. Petersburg.
St. Johns and Lake Eustis.
Tampa and Thonotosassa.
Tiger Bay Branch.
Winston and Bone Valley.

The Florida East Coast operates 3-cent rate north of Homestead, except between certain points, where a higher rate is charged. South of Homestead a 4-cent rate is authorized.

The South Georgia Railway operates a 3-cent passenger rate between Florida line and Greenville, and 4-cent straight fare, with 3-cent round-trip ticket good for five days exclusive of day of sale, between Greenville and Perry.

The Seaboard Air Line Railway Charges 2 3-4 Cents per Mile, Except the Following Branches, Which Charge 3 Cents:

Fernandina to Baldwin.
Monticello to Drifton.
Tallahassee to St. Marks.
Starke to Wannee.
Waldo to Cedar Keys.
Silver Springs Junction to Silver Springs.
Wildwood to Lake Charm.
Lake Charm to Winter Park.
Sumterville Junction to Sumterville.
Archer to Eagle Mine.

**SCHEDULE
OF
FREIGHT TARIFFS.**

Schedule of Freight Tariffs Operated in the State of Florida by the Apalachicola Northern, Atlanta & St. Andrews Bay, Charlotte Harbor & Northern, Florida Central, Florida & Georgia, Tampa & Jacksonville, Standard & Hernando, Tampa Northern, Woodville Railroad, Greenville Southern, Marianna & Blountstown, Ocala Northern, Suwannee River & White Springs, Tampa & Gulf Coast Railroads:

DISTANCES.	CLASS RATE IN CENTS. Per 100 Pounds.													Per Barrel.	Per 100 Pounds.	Per Ton. 2000 Pounds.	Per Car Load.	Per 100 Pounds.		
	1	2	3	4	5	6	A	B	C	D	E	H	F							
10 miles and under.....	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	5.00	8
20 miles and over 10 miles.....	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00	7.00	9
30 miles and over 20 miles.....	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00	8.00	10
40 miles and over 30 miles.....	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00	9.00	11
50 miles and over 40 miles.....	46	41	37	30	28	23	21	16	16	12	27	33	24	10½	1.30	1.50	18.00	16.00	10.00	12
60 miles and over 50 miles.....	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00	11.00	13
70 miles and over 60 miles.....	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1.50	1.70	22.00	18.00	11.00	14
80 miles and over 70 miles.....	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00	12.00	15
90 miles and over 80 miles.....	62	53	49	38	36	31	26	20	20	15	35	45	31	12½	1.70	1.80	26.00	20.00	13.00	16
100 miles and over 90 miles.....	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1.75	1.85	28.00	21.00	14.00	17
110 miles and over 100 miles.....	69	59	54	42	40	35	28	22	22	17	39	49	33	13½	1.80	1.90	29.00	22.00	14.00	18

120 miles and over 110 miles.....	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1.85	1.95	29.00	23.00	15.00	19
130 miles and over 120 miles.....	75	65	58	46	44	39	30	24	24	19	43	51	35	14	1.90	2.00	31.00	24.00	16.00	20
140 miles and over 130 miles.....	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1.95	2.05	32.00	25.00	16.00	21
150 miles and over 140 miles.....	80	70	61	50	48	43	32	26	26	20	47	53	37	15	2.00	2.10	33.00	26.00	17.00	22
160 miles and over 150 miles.....	82	72	62	52	49	44	33	27	27	20	48	54	38	16	2.05	2.15	34.00	27.00	17.00	23
170 miles and over 160 miles.....	84	74	63	54	50	45	34	28	28	21	49	55	39	16	2.10	2.20	35.00	28.00	18.00	24
180 miles and over 170 miles.....	86	76	64	56	51	46	35	28	29	21	50	56	40	16	2.15	2.21	36.00	29.00	19.00	24
190 miles and over 180 miles.....	88	78	65	58	52	47	36	29	30	22	51	57	41	16	2.16	2.22	37.00	30.00	19.00	25
200 miles and over 190 miles.....	90	80	66	60	53	48	37	30	31	23	52	58	42	16	2.17	2.23	38.00	30.00	20.00	25
210 miles and over 200 miles.....	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2.18	2.24	38.00	31.00	20.00	26
220 miles and over 210 miles.....	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2.19	2.25	39.00	31.00	21.00	26
230 miles and over 220 miles.....	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2.20	2.26	39.00	31.00	21.00	27
240 miles and over 230 miles.....	98	88	70	64	57	52	41	34	35	25	54	63	46	18	2.21	2.27	39.00	32.00	22.00	27
250 miles and over 240 miles.....	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2.22	2.28	40.00	32.00	22.00	28
260 miles and over 250 miles.....	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2.23	2.29	41.00	32.00	22.00	28
270 miles and over 260 miles.....	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2.24	2.30	41.00	33.00	23.00	29
280 miles and over 270 miles.....	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2.25	2.31	42.00	33.00	23.00	29
290 miles and over 280 miles.....	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2.26	2.32	42.00	33.00	24.00	30
300 miles and over 290 miles.....	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2.27	2.33	43.00	34.00	24.00	30
310 miles and over 300 miles.....	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2.28	2.34	43.00	34.00	24.00	31
320 miles and over 310 miles.....	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2.29	2.35	44.00	34.00	24.00	31
330 miles and over 320 miles.....	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2.30	2.36	44.00	35.00	25.00	32
340 miles and over 330 miles.....	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2.31	2.37	45.00	35.00	25.00	32
350 miles and over 340 miles.....	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2.32	2.38	45.00	35.00	25.00	33
360 miles and over 350 miles.....	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2.32	2.39	46.00	35.00	25.00	34
370 miles and over 360 miles.....	111	97	80	73	66	61	50	43	44	31	61	76	55	22	2.34	2.40	46.00	35.00	26.00	34

SCHEDULE OF FREIGHT TARIFFS REVISED, ALLOWED, AND ADOPTED BY THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA FOR THE FLORIDA RAILWAY, THE LIVE OAK, PERRY & GULF RAIL-
ROAD, THE SOUTH GEORGIA AND WEST COAST RAILWAY, THE MADISON SOUTHERN RAILWAY.

STATIONS.	PER HUNDRED POUNDS.															Per Car Load.	Per 100 Pounds.	Per Rate.			
	Per Barrel.						Per 100 Pounds.						Per Ton.								
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	V
10 miles and under.....	25	22	21	16	15	14	11	9	8	7	..	16	13	7	.75	1.00	8.00	10.00	5.00	8	..
20 miles and over 10 miles.....	30	27	25	20	18	17	13	11	10	8	..	19	15	8	.90	1.10	11.00	12.00	7.00	9	..
30 miles and over 20 miles.....	35	32	29	23	21	19	14	13	12	10	..	22	17	9	1.05	1.20	14.00	14.00	8.00	10	..
40 miles and over 30 miles.....	39	37	33	26	24	21	15	15	14	11	..	25	19	10	1.20	1.30	16.00	15.00	9.00	11	..
50 miles and over 40 miles.....	43	41	36	29	27	23	16	16	16	12	..	28	21	11	1.30	1.40	17.00	16.00	10.00	12	..
60 miles and over 50 miles.....	47	45	39	32	30	24	17	17	17	13	..	31	23	12	1.40	1.50	18.00	17.00	11.00	13	..
70 miles and over 60 miles.....	51	49	42	35	32	25	18	18	18	14	..	34	24	13	1.50	1.60	19.00	18.00	11.00	14	..
80 miles and over 70 miles.....	55	53	45	38	34	26	19	19	19	15	..	36	25	13	1.60	1.70	20.00	19.00	12.00	15	..

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE ATLANTIC COAST LINE RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY, TAVARES & GULF RAILROAD AND SANFORD & EVERGLADES RAILROAD COMPANY —LOCAL MILEAGE TARIFF.

BETWEEN ALL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.													Per Barrel. Per 100 Pounds.	Per Ton.	Per Car Load.				Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K		L	M	N	O	
10 miles and under.....	24	21	20	15	14	13	10	9	8	6	14	15	12	7	\$.75	\$1.00	\$ 8.00	\$10.00	\$ 5.00	8
20 miles and over 10 miles.....	28	26	24	19	17	15	12	11	11	8	17	19	15	8	.90	1.10	11.00	12.00	7.00	9
30 miles and over 20 miles.....	32	30	28	23	20	18	13	12	12	9	20	23	18	9	1.05	1.20	14.00	14.00	8.00	10
40 miles and over 30 miles.....	36	34	32	27	23	19	14	13	13	10	23	27	19	10	1.20	1.30	16.00	15.00	9.00	11
50 miles and over 40 miles.....	40	38	35	30	25	20	15	14	14	11	25	30	20	10½	1.30	1.40	17.00	16.00	10.00	12
60 miles and over 50 miles.....	44	42	38	32	29	23	16	15	15	12	29	32	22	11	1.40	1.50	18.00	17.00	11.00	13
70 miles and over 60 miles.....	48	46	41	34	30	24	17	17	17	13	30	34	23	11½	1.50	1.60	19.00	18.00	11.00	14
80 miles and over 70 miles.....	52	50	43	36	32	25	18	18	18	14	32	36	24	12	1.60	1.70	20.00	19.00	12.00	15
90 miles and over 80 miles.....	56	53	46	38	33	26	19	19	19	14	33	38	25	12½	1.70	1.75	22.00	20.00	13.00	16
100 miles and over 90 miles.....	60	55	49	39	34	28	20	20	20	14	34	39	26	13	1.75	1.80	25.00	21.00	14.00	17
110 miles and over 100 miles.....	62	58	50	41	35	30	21	21	21	15	35	41	29	13½	1.80	1.90	26.00	22.00	14.00	18
120 miles and over 110 miles.....	64	60	53	42	36	31	22	22	22	17	36	42	30	14	1.85	1.95	26.00	23.00	15.00	19

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE ATLANTIC COAST LINE RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY, TAVARES & GULF RAILROAD, AND SAN-FORD & EVERGLADES RAILROAD COMPANY—LOCAL MILEAGE TARIFF—Continued.

BETWEEN ALL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.														Per Car Load.	Per 100 Pounds.				
	Per Barrel.							Per 100 Pounds.												
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
130 miles and over 120 miles.....	66	61	55	43	37	32	23	23	23	18	37	43	31	14½	1.90	2.00	27.00	24.00	16.00	20
140 miles and over 130 miles.....	68	62	57	45	38	33	24	24	24	18	38	45	32	15	1.95	2.05	28.00	25.00	16.00	21
150 miles and over 140 miles.....	70	63	59	47	39	35	25	25	24	18	39	47	33	15½	2.00	2.10	30.00	26.00	17.00	22
160 miles and over 150 miles.....	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2.05	2.15	31.00	27.00	17.00	23
170 miles and over 160 miles.....	74	67	60	50	42	37	27	27	26	20	42	50	35	16½	2.10	2.20	31.00	28.00	18.00	24
180 miles and over 170 miles.....	76	68	61	53	43	38	28	27	28	21	43	53	36	16½	2.15	2.21	32.00	29.00	19.00	24½
190 miles and over 180 miles.....	77	69	63	54	44	39	29	28	29	21	44	54	37	16½	2.16	2.22	33.00	30.00	19.00	25
200 miles and over 190 miles.....	78	70	64	55	45	40	30	29	29	21	45	55	39	16½	2.17	2.23	34.00	30.50	20.00	25½
210 miles and over 200 miles.....	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2.18	2.24	34.00	31.00	20.00	26
220 miles and over 210 miles.....	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2.19	2.25	35.00	31.00	21.00	26½
230 miles and over 220 miles.....	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2.20	2.26	36.00	31.00	21.00	27
240 miles and over 230 miles.....	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2.21	2.27	36.00	32.00	22.00	27½
250 miles and over 240 miles.....	85	75	68	61	51	46	35	34	33	25	51	61	44	18	2.22	2.28	37.00	32.00	22.00	28

260 miles and over 250 miles.....	86	76	69	62	52	47	36	35	34	25	52	62	45	20	2.23	2.29	37.00	32.00	22.00	28½
270 miles and over 260 miles.....	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2.24	2.30	38.00	33.00	23.00	29
280 miles and over 270 miles.....	88	78	71	64	54	49	38	37	36	26	54	64	47	20	2.25	2.31	38.00	33.00	23.00	29½
290 miles and over 280 miles.....	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2.26	2.32	39.00	33.00	24.00	30
300 miles and over 290 miles.....	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2.27	2.33	39.00	34.00	24.00	30
310 miles and over 300 miles.....	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2.28	2.24	40.00	34.00	24.00	31
320 miles and over 310 miles.....	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2.29	2.35	40.00	34.00	24.00	31
330 miles and over 320 miles.....	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2.30	2.36	41.00	35.00	25.00	32
340 miles and over 330 miles.....	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2.31	2.37	41.00	35.00	25.00	32
350 miles and over 340 miles.....	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2.32	2.38	42.00	35.00	25.00	33
360 miles and over 350 miles.....	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2.33	2.39	43.00	35.00	25.00	34
370 miles and over 360 miles.....	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2.34	2.40	43.00	35.00	26.00	34
380 miles and over 370 miles.....	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2.35	2.43	44.00	36.00	27.00	35
390 miles and over 380 miles.....	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2.36	2.46	45.00	36.00	27.00	35
400 miles and over 390 miles.....	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2.37	2.50	45.00	36.00	28.00	36

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST COAST RAILWAY, EFFECTIVE NOVEMBER 1, 1910.

DISTANCES.	CLASS RATES IN CENTS PER 100 POUNDS.													Per Barrel.	Per 100 Lbs.	Per Ton, 2000 Lbs.	Per Carload.			Per 100 Lbs.	Per Stand'rd Box	Per Stand'rd Crate.		
	Per 100 Lbs.														R	G		V						
	1	2	3	4	5	6	A	B	C	D	E	H	F	K		L	M	N	O	P	C.L.	L.C.L.	C.L.	L.C.L.
10 Miles and under.....	24	21	20	15	14	13	10	9	8	6	14	15	12	7	75	1 00	8 00	10 00	5 00	8	8	11	6	9
20 Miles and over 10 Miles....	28	26	24	19	17	15	12	11	11	8	17	19	15	8	90	1 10	11 00	12 00	7 00	9	8	11	6	9
30 " " 20 Miles....	32	30	28	23	20	18	13	12	12	9	20	23	18	9	1 05	1 20	14 00	14 00	8 00	10	8	11	7	10
40 " " 30 Miles....	36	34	32	27	23	19	14	13	13	10	23	27	19	10	1 20	1 30	16 00	15 00	9 00	11	9	12	7	10
50 " " 40 Miles....	40	38	35	30	25	20	15	14	14	11	25	30	20	10 ^b	1 30	1 40	18 00	16 00	10 00	12	10	13	8	11
60 " " 50 Miles....	44	42	38	32	29	23	16	15	15	12	29	32	22	11	1 40	1 50	20 00	17 00	11 00	13	11	14	8	11
70 " " 60 Miles....	48	46	41	34	30	24	17	17	17	13	30	34	23	11 ^b	1 50	1 60	22 00	18 00	11 00	14	12	15	9	12
80 " " 70 Miles....	52	50	43	36	32	25	18	18	18	14	32	36	24	12	1 60	1 70	24 00	19 00	12 00	15	13	16	9	12
90 " " 80 Miles....	56	53	46	38	33	26	19	19	19	14	33	38	25	12 ^b	1 70	1 75	26 00	20 00	13 00	16	14	17	10	13
100 " " 90 Miles....	60	55	49	39	34	28	20	20	20	14	34	39	26	13	1 75	1 80	28 00	21 00	14 00	17	15	18	10	13
110 " " 100 Miles....	62	58	50	41	35	30	21	21	21	15	35	41	29	13 ^b	1 80	1 90	29 00	22 00	14 00	18	16	19	11	14
120 " " 110 Miles....	64	60	53	42	36	31	22	22	22	17	36	42	30	14	1 85	1 95	29 00	23 00	15 00	19	17	20	11	14
130 " " 120 Miles....	66	61	55	43	37	32	23	23	23	18	37	43	31	14 ^b	1 90	2 00	31 00	24 00	16 00	20	18	21	12	15
140 " " 130 Miles....	68	62	57	45	38	33	24	24	24	18	38	45	32	15	1 95	2 05	32 00	25 00	16 00	21	19	22	12	15

150	"	"	"	140 Miles....	70	63	59	47	39	35	25	25	24	18	39	47	33	15 ^b	2 00	2 10	33 00	26 00	17 00	22	20	23	13	16
160	"	"	"	150 Miles....	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2 05	2 15	34 00	27 00	17 00	23	20	23	13	16
170	"	"	"	160 Miles....	74	67	60	50	42	37	27	27	26	20	42	50	35	16 ^b	2 10	2 20	35 00	28 00	18 00	24	21	24	14	17
180	"	"	"	170 Miles....	76	68	61	53	43	38	28	27	28	21	43	53	36	16 ^b	2 15	2 21	36 00	29 00	19 00	24 ^b	21	24	14	17
190	"	"	"	180 Miles....	77	69	63	54	44	39	29	28	29	21	44	54	37	16 ^b	2 16	2 22	37 00	30 00	19 00	25	22	25	15	18
200	"	"	"	190 Miles....	78	70	64	55	45	40	30	29	29	21	45	55	39	16 ^b	2 17	2 23	38 00	30 50	20 00	25 ^b	22	25	15	18
210	"	"	"	200 Miles....	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2 18	2 24	38 00	31 00	20 00	26	23	26	16	19
220	"	"	"	210 Miles....	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2 19	2 25	39 00	31 00	21 00	26 ^b	23	26	16	19
230	"	"	"	220 Miles....	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2 20	2 26	39 00	31 00	21 00	27	24	27	17	20
240	"	"	"	230 Miles....	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2 21	2 27	39 00	32 00	22 00	27 ^b	24	27	17	20
250	"	"	"	240 Miles....	85	75	68	61	51	46	35	34	33	25	51	61	44	18	2 22	2 28	40 00	32 00	22 00	28	25	28	18	21
260	"	"	"	250 Miles....	86	76	69	62	52	47	36	35	34	25	52	62	45	20	2 23	2 29	41 00	32 00	22 00	28 ^b	25	28	18	21
270	"	"	"	260 Miles....	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2 24	2 30	41 00	33 00	23 00	29	26	29	19	22
280	"	"	"	270 Miles....	88	78	71	64	54	49	38	37	36	26	54	64	47	20	2 25	2 31	42 00	33 00	23 00	29 ^b	26	29	19	22
290	"	"	"	280 Miles....	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2 26	2 32	42 00	33 00	24 00	30	27	30	20	23
300	"	"	"	290 Miles....	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2 27	2 33	43 00	34 00	25 00	30	27	30	20	23
310	"	"	"	300 Miles....	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2 28	2 34	43 00	34 00	25 00	31	28	31	21	24
320	"	"	"	310 Miles....	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2 29	2 35	44 00	34 00	27 00	31	28	31	21	24
330	"	"	"	320 Miles....	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2 30	2 36	44 00	35 00	28 00	32	28	31	21	24
340	"	"	"	330 Miles....	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2 31	2 37	45 00	35 00	29 00	32	29	32	22	25
350	"	"	"	340 Miles....	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2 32	2 38	45 00	35 00	31 00	33	29	32	22	25
360	"	"	"	350 Miles....	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2 33	2 39	46 00	35 00	32 00	34	29	32	22	25
370	"	"	"	360 Miles....	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2 34	2 40	46 00	35 00	33 00	34	30	33	23	26
380	"	"	"	370 Miles....	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2 35	2 43	47 00	36 00	35 00	35	30	33	23	26
390	"	"	"	380 Miles....	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2 36	2 46	47 00	36 00	37 00	35	30	33	23	26
400	"	"	"	390 Miles....	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2 37	2 50	48 00	36 00	37 00	36	31	34	24	27

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST COAST RAILWAY, EFFECTIVE NOVEMBER 1, 1910.—Continued.

DISTANCES.		CLASS RATES IN CENTS PER 100 POUNDS.												Per Barrel.	Per 100 Lbs.	Per Ton, 2,000 Lbs.			Per Carload.			Per 100 Lbs.	Per Stand'rd Box.	Per Stand'rd Crate.				
		1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	G	V					
		C.L.	L.C.L.	C.L.	L.C.L.																C.L.	L.C.L.	C.L.	L.C.L.				
410	"	"	"	400 Miles....	101	91	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00	38 00	37	31	34	24	27
420	"	"	"	410 Miles....	102	92	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00	38 00	37	31	34	24	27
430	"	"	"	420 Miles....	103	93	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00	38 00	37	32	35	25	28
440	"	"	"	430 Miles....	104	94	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00	38 00	38	32	35	25	28
450	"	"	"	440 Miles....	105	95	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00	39 00	38	32	35	25	28
460	"	"	"	450 Miles....	106	96	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00	39 00	38	33	36	26	29
470	"	"	"	460 Miles....	107	97	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00	39 00	39	33	36	26	29
480	"	"	"	470 Miles....	108	98	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00	39 00	39	33	36	26	29
490	"	"	"	480 Miles....	109	99	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00	39 00	39	34	37	27	30
500	"	"	"	490 Miles....	110	100	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00	40 00	40	34	37	27	30
510	"	"	"	500 Miles....	111	101	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00	40 50	40	34	37	27	30
520	"	"	"	510 Miles....	112	102	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00	40 50	40	35	38	28	31
530	"	"	"	520 Miles....	113	103	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	40 50	41	35	38	28	31
540	"	"	"	530 Miles....	114	104	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	40 50	41	35	38	28	31
550	"	"	"	540 Miles....	115	105	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	40 50	41	36	39	29	32

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA, FLORIDA & ALABAMA RAILWAY.

8-RRC

DISTANCES.	PER ONE HUNDRED POUNDS.												Per Barrel.	Per 100 Lbs.	Per Ton 2,000 Lbs.	Per Car Load.					Per 100 Lbs.	Per Standard Crate.			
	1	2	3	4	5	6	A	B	C	D	E	F				H	K	L	M	N	O	P	R	G	V
10 miles and under.....	24	21	20	15	14	12	12	12	5½	5	14	11½	15	7½	.75	1.20	9.75	12.00	5.00	8	10	8	8	8	8
20 miles and over 10.....	30	27	24	21	18	15	15	15	7	6	18	14	21	9	.90	1.35	12.00	15.00	7.00	9	11	11	11	11	11
30 miles and over 20.....	36	32	29	26	21	17	17	17	7½	6½	21	15	26	10½	1.05	1.50	15.00	16.50	8.00	11	12	12	12	12	12
40 miles and over 30.....	41	36	33	30	24	18	18	18	8	7½	24	16½	30	12	1.20	1.65	19.50	18.00	9.00	12	12	12	12	12	12
50 miles and over 40.....	42	38	35	31	25	18	18	18	8½	8	27	17½	31	12	1.26	1.68	19.60	18.20	10.00	13	13	13	13	13	13
60 miles and over 50.....	45	41	36	32	27	20	20	20	9	8½	27	18	32	12	1.33	1.75	19.60	19.60	10.00	13	13	13	13	13	10
70 miles and over 60.....	50	46	41	36	28	21	21	21	9½	9	28	19	36	12½	1.40	1.96	22.40	21.00	11.00	15	14	14	14	14	11
80 miles and over 70.....	51	47	41	36	28	21	21	21	10	9½	28	20	36	12½	1.43	1.96	22.40	21.00	12.00	16	15	15	15	15	11
90 miles and over 80.....	55	49	43	38	29	22	22	22	11	10	29	22	38	12½	1.50	2.10	23.40	22.10	13.00	17	16	16	16	16	12
100 miles and over 90.....	59	52	46	39	30	23	23	23	11½	11	30	23	39	13	1.56	2.21	26.00	22.10	14.00	18	17	17	17	17	12
110 miles and over 100.....	59	52	46	39	30	23	23	23	12	11	30	23	39	13	1.56	2.21	26.00	22.10	14.00	18	17	17	17	17	12

III

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA SOUTHERN
AND FLORIDA RAILWAY—LOCAL MILEAGE TARIFF.

DISTANCES.	PER HUNDRED POUNDS.														Per Car Load.					Per 100 Pounds. Oranges per box 80 lbs. Vegetables per crate 50 lbs.	
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	
																					Per 100 Pounds. 2,000 Pounds.
10 miles and under.....	24	21	20	15	14	12	12	12	5½	5	14	15	11½	7½	\$.75	\$1.20	\$ 9.75	\$12.00	\$ 5.00	8	10
20 miles and over 10 miles	30	27	24	21	18	15	15	15	7	6	18	21	14	9	.90	1.35	12.00	15.00	7.00	9	11
30 miles and over 20 miles	36	32	29	26	21	17	17	17	7½	6½	21	26	15	10½	1.05	1.50	15.00	16.50	8.00	11	12
40 miles and over 30 miles	41	36	33	30	24	18	18	18	8	7½	24	30	16½	12	1.20	1.65	19.50	18.00	9.00	12	12
50 miles and over 40 miles	42	38	35	31	25	18	18	18	8½	8	25	31	17½	12	1.26	1.68	19.60	18.20	10.00	13	13
60 miles and over 50 miles	46	42	38	34	27	20	20	20	9	8½	27	34	18	12½	1.33	1.82	20.30	19.60	11.00	14	13
70 miles and over 60 miles	50	46	41	36	28	21	21	21	9½	9	28	36	19	12½	1.40	1.96	22.40	21.00	11.00	15	14
80 miles and over 70 miles	51	47	41	36	28	21	21	21	10	9½	28	36	20	12½	1.43	1.96	22.40	21.00	12.00	16	14
90 miles and over 80 miles	55	49	43	38	29	22	22	22	11	10	29	38	21½	12½	1.50	2.08	23.40	22.10	13.00	17	15
100 miles and over 90 miles	59	52	46	39	30	23	23	23	11½	11	30	39	23	13	1.56	2.21	26.00	22.10	14.00	18	15
110 miles and over 100 miles	59	52	46	39	30	23	23	23	12	11	30	39	23	13	1.56	2.21	26.00	22.10	14.00	18	15
120 miles and over 110 miles	61	53	47	39	30	24	24	24	13	12	30	39	24	13	1.56	2.28	27.60	22.10	15.00	19	15

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA. BY THE PENSACOLA, ALA-
BAMA AND TENNESSEE RAILROAD—LOCAL MILEAGE TARIFF.

DISTANCES	Per 100 pounds.															Per Barrel.	Per 100 lbs.	Fertilizers.	Per 100 lbs.	Brick, C. L.	Lumber,C.L.
	1	2	3	4	5	6	A	B	C	D	E	H	F	L	M	N	P				
10 miles and under	20	17	15	13	12	11	11	11	11	7	7	11	11	7	7	7	5				
20 miles and over 10 miles	23	20	18	16	13	12	12	12	12	9	9	13	13	9	9	9	6				
30 miles and over 20 miles	28	24	22	19	17	15	15	15	15	10	10	15	15	10	10	10	6	5	6	5	

SCHEDULE OF FREIGHT TARIFFS REVISED, ALLOWED AND ADOPTED BY THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA, FOR PENSACOLA AND ATLANTIC DIVISION, LOUISVILLE AND
NASHVILLE RAILROAD, TAKING EFFECT APRIL 1, 1903.

BETWEEN LOCAL STATIONS.	PER HUNDRED POUNDS.														Per Barrel.	Per 100 Lbs.						Per 2,000 Lbs.	Per Car.		911
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	Coal	Live Stock, Except Hogs		Sheep double deck Hogs single.		Oranges per box 80 lbs.	Vegetables per crate 50 lbs.
10 miles and under.....	25	22	18	17	16	15	15	15	6	6	15	15	12	15	7	5	3	5	3	\$.60	\$10.00	\$12.00	10	8	
15 miles and over 10 miles.....	30	25	21	20	19	18	18	18	7	7	18	18	14	18	9	7	4	7	4	\$.80	14.00	17.00	10	8	8
20 miles and over 15 miles.....	32	28	25	23	21	20	20	20	7	7	20	20	14	20	10	7	5	7	5	\$.90	14.00	17.00	11	8	8
25 miles and over 20 miles.....	35	30	27	25	23	21	21	21	9	8	21	21	18	21	11	8	5	8	5	1.00	17.00	20.00	11	8	
30 miles and over 25 miles.....	37	32	30	27	24	22	22	22	10	8	22	22	20	22	11	8	6	8	6	1.05	17.00	20.00	12	8	
35 miles and over 30 miles.....	40	35	32	29	26	23	23	23	11	9	23	23	22	23	12	8	6	8	6	1.15	19.00	23.00	12	9	
40 miles and over 35 miles.....	42	37	33	30	27	24	24	24	12	9	24	24	24	24	12	8	6	8	6	1.20	19.00	23.00	12	9	
45 miles and over 40 miles.....	43	40	34	31	28	25	25	25	13	10	25	25	26	25	13	8	7	8	7	1.25	21.00	25.00	12	9	
50 miles and over 45 miles.....	45	41	35	32	29	26	26	26	14	10	26	26	28	26	14	9	7	9	7	1.25	21.00	25.00	13	9	
55 miles and over 50 miles.....	47	42	36	33	30	27	27	27	15	11	27	27	30	27	15	10	7	10	7	1.30	23.00	28.00	13	9	
60 miles and over 55 miles.....	48	43	37	34	31	28	28	28	16	11	28	28	32	28	16	12	8	12	8	1.35	23.00	28.00	13	9	
65 miles and over 60 miles.....	50	44	40	36	33	30	30	30	17	12	30	30	34	30	17	12	8	12	8	1.40	25.00	30.00	13	10	

70 miles and over	65 miles.....	52	45	41	37	33	30	30	30	17	12	30	30	34	30	17	13	8	13	8	1.45	25.00	30.00	14	10
75 miles and over	70 miles.....	55	45	42	38	34	30	30	30	18	13	30	30	36	30	18	13	9	13	9	1.50	27.00	32.00	14	10
80 miles and over	75 miles.....	57	47	43	39	35	31	31	31	18	14	31	31	36	31	18	14	9	14	9	1.50	27.00	32.00	14	10
85 miles and over	80 miles.....	58	50	44	40	36	32	32	32	19	15	32	32	38	32	19	14	9	14	9	1.55	29.00	35.00	14	10
90 miles and over	85 miles.....	60	52	46	41	37	33	33	33	19	15	33	33	38	33	19	15	10	15	10	1.55	29.00	35.00	15	10
95 miles and over	90 miles.....	62	54	48	43	38	34	34	34	19	15	34	34	38	34	19	15	10	15	10	1.60	31.00	35.00	15	10
100 miles and over	95 miles.....	64	56	50	45	40	36	36	36	20	15	36	36	40	36	20	15	10	15	10	1.60	31.00	35.00	15	10
110 miles and over	100 miles.....	66	58	51	46	41	37	37	37	21	16	37	37	42	37	21	16	11	16	11	1.65	32.00	36.00	15	11
120 miles and over	110 miles.....	68	60	52	47	42	38	38	38	22	17	38	38	44	38	22	16	11	16	11	1.65	34.00	38.00	16	11
130 miles and over	120 miles.....	70	62	53	48	43	39	39	39	23	18	39	39	46	39	23	17	12	17	12	1.75	34.00	39.00	16	11
140 miles and over	130 miles.....	72	64	54	49	44	40	40	40	24	19	40	40	48	40	24	17	12	17	12	1.75	35.00	40.00	16	11
150 miles and over	140 miles.....	74	66	55	50	45	41	41	41	25	20	41	41	50	41	25	18	13	18	13	1.80	36.00	40.00	17	12
160 miles and over	150 miles.....	76	68	56	51	46	42	42	42	25	20	42	42	50	42	26	18	13	18	13	1.90	37.00	40.00	17	12

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE PENSACOLA DIVISION
LOUISVILLE AND NASHVILLE RAILROAD—LOCAL MILEAGE TARIFF.

DISTANCES.	CLASS RATES IN CENTS Per 100 Pounds.															CARLOADS.					
																Per Barrel.	Per 100 Lbs.	Per 100 Lbs.	Per Car.		
	1	2	3	4	5	6	A	B	C	D	E	H	F	I	L	M	N	Coal	Live Stock, Except Hogs.	Sheep Double Deck, Hogs Single.	Oranges, box 80 Lbs. Veg'ble, Cr't 50 Lbs.
10 miles and under.....	12	10	9	8	7	6	6	6	5	5	6	6	10	6	5	4	3	\$.60	\$ 5.00	\$ 6.00	10 8
15 miles and over 10 miles.....	15	14	12	11	10	9	9	9	6	6	9	9	12	9	6	5	4	.70	6.00	7.00	11
20 miles and over 15 miles.....	20	17	15	13	12	11	11	11	7	7	11	11	14	11	7	6	5	.90	7.00	8.00	12
25 miles and over 20 miles.....	23	20	17	15	14	13	13	13	9	8	13	13	18	13	9	7	5	1.05	8.00	10.00	12 9
30 miles and over 25 miles.....	26	23	20	17	16	15	15	15	10	8	15	15	20	15	10	7	6	1.15	10.00	12.00	13 9
35 miles and over 30 miles.....	29	25	22	19	18	17	17	17	11	9	17	17	22	17	11	8	6	1.20	12.00	14.00	13 9
40 miles and over 35 miles.....	32	27	24	21	20	19	19	19	12	9	19	19	24	19	12	8	6	1.25	14.00	17.00	14 10
45 miles and over 40 miles.....	35	30	27	23	22	21	21	21	13	10	21	21	26	21	13	8	7	1.25	15.00	18.00	14 10
50 miles and over 45 miles.....	37	32	28	25	24	22	22	22	14	10	22	22	28	22	14	9	7	1.30	16.00	19.00	15 10
55 miles and over 50 miles.....	39	34	30	26	25	23	23	23	15	11	23	23	30	23	15	10	7	1.35	18.00	22.00	15 10

SCHEDULE OF FREIGHT TARIFS OPERATED IN FLORIDA BY GEORGIA & FLORIDA RAILWAY.

BETWEEN LOCAL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.												Per Barrel.	Per 100 Pounds.	PER CAR LOAD.					Per 100 Pounds.	Per Crate.	
	1	2	3	4	5	6	A	B	C	D	H	F			K	L	M	N	O	P	R	G	V
10 miles and under.....	24	21	20	15	14	12	12	8	5½	5	15	11	5	50	\$.80	\$ 8.00	\$ 6.00	\$ 5.00	5	13	10	
20 miles and over 10 miles.....	30	27	24	21	18	15	15	10	7	6	21	14	6	60	.90	11.00	10.00	7.00	6	13	10	
30 miles and over 20 miles.....	36	32	29	26	21	17	17	11	7½	7	26	15	7	70	1.00	14.00	11.00	8.00	7	13	10	
40 miles and over 30 miles.....	41	36	33	30	24	18	18	12	8	7½	30	16	8	80	1.10	16.00	12.00	9.00	8	13	10	
50 miles and over 40 miles.....	45	41	37	33	27	20	20	13	9	8	33	17½	8	90	1.20	18.00	13.00	10.00	9	13	10	

SUGAR CANE TO SUGAR AND SYRUP FACTORIES.

Distances—	Rate, in cents, per ton of 2,000 lbs.
10 miles and under	\$.50
20 miles and over 10 miles.....	.50
30 miles and over 20 miles.....	.55
40 miles and over 30 miles.....	.65
50 miles and over 40 miles.....	.70
60 miles and over 50 miles.....	.75
70 miles and over 60 miles.....	.80
80 miles and over 70 miles.....	.85
90 miles and over 80 miles.....	.90
100 miles and over 90 miles.....	.95

Minimum, 15 tons to a car.

NOTE—These rates apply, *provided* the full products of the cane are re-shipped from the factory by the line bringing in the cane.

Provided further, That such carrier makes as low rates as other competing carriers on the outward product.

If the product is not shipped as above provided, the rates will be 100 per cent. higher.

RATES ON COTTON PRESSED IN BALES.

RATES IN CENTS PER 100 POUNDS.

10 miles and under.....	11
20 miles and over 10 miles.....	13
30 miles and over 20 miles.....	15
40 miles and over 30 miles.....	17
50 miles and over 40 miles.....	19
60 miles and over 50 miles.....	21
70 miles and over 60 miles.....	23
80 miles and over 70 miles.....	25
90 miles and over 80 miles.....	27
100 miles and over 90 miles.....	29
110 miles and over 100 miles.....	30
120 miles and over 110 miles.....	31
130 miles and over 120 miles.....	32
140 miles and over 130 miles.....	33
150 miles and over 140 miles.....	34
160 miles and over 150 miles.....	35

Schedule of Freight Tariffs Revised, Allowed and Adopted by the
Railroad Commission of the State of Florida.

FOR THE SOUTHERN EXPRESS COMPANY.

LOCAL COMMODITY MILEAGE SCALE RATES.

Solely Within the State of Florida.

The following rates on Fruit and Vegetables will apply on all
shipments between local points on

FLORIDA EAST COAST RAILWAY.

Over Miles.	Not Over Miles	Per Package		Over Miles	Not Over Miles	Per Package	
		Tariff "A"	Tariff "B"			Tariff "A"	Tariff "B"
1	10	25	25	160	170	40	30
10	20	25	25	170	180	40	30
20	30	25	25	180	190	40	30
30	40	30	25	190	200	40	35
40	50	30	25	200	210	45	35
50	60	30	25	210	220	45	35
60	70	35	25	220	230	45	40
70	80	35	25	230	240	45	40
80	90	35	25	240	250	45	40
90	100	35	25	250	275	50	45
100	110	35	25	275	300	55	50
110	120	35	25	300	325	60	50
120	130	35	25	325	350	60	55
130	140	35	25	350	375	60	55
140	150	40	30	...	...	..	..
150	160	40	30	...	...	..	..

Minimum charge on any single shipment, 25 cents.

Note: The above quoted rates do not abrogate any lower
special rates now in effect, nor any lower rates made by the
application of the "May Scale."

Rates between points reached by two or more railroads will
be based on the mileage of the shortest through line.

CLASSIFICATION.

Tariff A.

Fruit: Oranges, Lemons, Limes, Grapefruit, Pineapples in
standard crates of 80 pounds. Barrel or barrel crates, double the
crate-rate.

Tariff B.

Fruit: Peaches, Pears and Guavas.

Vegetables: Beans, Beets, Cauliflower, Okra, Tomatoes, Squash,
Potatoes (Irish and Sweet), Green Peas, Eggplant, Turnips,
Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage Kale,
Cantaloupes and like articles, in standard crates of 50 pounds,
barrel or barrel crates, double the crate rate.

Schedule of Freight Tariffs Revised, Allowed and Adopted by
the Railroad Commission of the State of Florida.

FOR SOUTHERN EXPRESS COMPANY.

LOCAL COMMODITY MILEAGE SCALE RATE.

Solely Within the State of Florida.

The following rates on Fruit and Vegetables will apply on all shipments between local points on any one of the railroads in the State of Florida, except the Florida East Coast Railway:

Over Miles	Not Over Miles	Per Package		Over Miles	Not Over Miles	Per Package	
		Tariff "A"	Tariff "B"			Tariff "A"	Tariff "B"
1	10	25	25	160	170	35	25
10	20	25	25	170	180	35	25
20	30	25	25	180	190	35	25
30	40	25	25	190	200	35	25
40	50	25	25	200	210	40	30
50	60	30	25	210	220	40	30
60	70	30	25	220	230	40	30
70	80	30	25	230	240	40	30
80	90	30	25	240	250	40	30
90	100	30	25	250	275	45	35
100	110	30	25	275	300	45	35
110	120	30	25	300	325	45	40
120	130	30	25	325	350	50	40
130	140	30	25	350	375	50	40
140	150	35	25	375	400	50	40
150	160	35	25	400	...	50	40

Minimum charge on any single shipment, 25 cents.

Note: The above quoted rates do not abrogate any lower special rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

Shipments passing over two or more roads not under the same management or control the maximum rate charged on such shipments shall not be greater than the sum of the local rates on each road, less 10 per cent. for the distance hauled over each road.

CLASSIFICATION.

Tariff A.

Fruit. Oranges, Lemons, Limes, Grapefruit, Pineapples, in standard crates of 80 pounds. Barrels or barrel crates, double the crate rate.

Tariff B.

Fruit: Peaches, Pears and Guavas.

Vegetables. Beans, Beets, Cauliflower, Okra, Tomatoes, Turnips, Green Corn, Asparagus, Radishes, Lettuce Onions Cabbage, Kale, Cantaloupes, and like articles, in standard crates of 50 pounds. Barrel or barrel crates, double the crate rate.

LOCAL EXPRESS RATES ON COMMODITIES AS REVISED,
ADOPTED AND ALLOWED.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the
Railroad Commission of the State of Florida.

FOR SOUTHERN EXPRESS COMPANY.

LOCAL MILEAGE SCALE RATE ON STRAWBERRIES.

Solely Within the State of Florida.

The following rates on strawberries will apply on all shipments
between local points on any one of the railroads in the State of
Florida, except

THE FLORIDA EAST COAST RAILWAY.

Over Miles	Not Over Miles	Per Crate	Over Miles	Not Over Miles	Per Crate
1	10	25	160	170	55
10	20	25	170	180	55
20	30	25	180	190	55
30	40	30	190	200	55
40	50	30	200	210	55
50	60	30	210	220	55
60	70	30	220	230	55
70	80	35	230	240	60
80	90	35	240	250	60
90	100	35	250	275	60
100	110	40	275	300	60
110	120	40	300	325	60
120	130	40	325	350	65
130	140	50	350	375	65
140	150	50	375	400	70
150	160	55	400	...	70

The above rates are per standard crate of 32 quarts, estimated
at 50 pounds. Excess of this weight will be charged for pro rata.

Minimum charge on any single shipment, 25 cents.

Note: The above quoted rates do not abrogate any lower specific rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

On shipments passing over two or more roads not under the same management or control, the same rules shall apply as on merchandise.

LOCAL MILEAGE RATES ON FRUIT AND
VEGETABLES.

DISTANCES.	CLASS	
	Per Crate	
	G.	V.
10 miles and under.....	13	10
20 miles and over 10 miles.....	13	10
30 miles and over 20 miles.....	13	10
40 miles and over 30 miles.....	13	10
50 miles and over 40 miles.....	13	10
60 miles and over 50 miles.....	15	10
70 miles and over 60 miles.....	16	10
80 miles and over 70 miles.....	16	10
90 miles and over 80 miles.....	16	10
100 miles and over 90 miles.....	16	10
110 miles and over 100 miles.....	16	11
120 miles and over 110 miles.....	16	11
130 miles and over 120 miles.....	16	11
140 miles and over 130 miles.....	16	11
150 miles and over 140 miles.....	17	12
160 miles and over 150 miles.....	17	12
170 miles and over 160 miles.....	18	12
180 miles and over 170 miles.....	18	12
190 miles and over 180 miles.....	18	13
200 miles and over 190 miles.....	18	13
210 miles and over 200 miles.....	19	13
220 miles and over 210 miles.....	19	13
230 miles and over 220 miles.....	19	14
240 miles and over 230 miles.....	20	14
250 miles and over 240 miles.....	20	14

For distances exceeding 250 miles, the maximum rate shall be 25 cents per box or crate and 50 cents per barrel or barrel crate.

These rates will apply on local shipments between all points on any railroad in the State of Florida.

EXCEPTIONS.—These rates do not apply to base points *as a basis for through rates.*

Do not apply on Florida East Coast Railway.

For Florida East Coast Railway see its regular local mileage rates.

CLASSIFICATION.

CLASS G—FRUIT:

Oranges, Lemons, Limes, Grapefruit, Pineapples.
In standard crates of 80 pounds.
Barrels or barrel-crates, double the crate rate.
Strawberries in crates of 50 pounds.

CLASS V—FRUIT:

Peaches, Pears and Guavas.

VEGETABLES:

Beans, Beets, Cauliflowers, Okra, Tomatoes, Squash,
Potatoes (Irish and Sweet), Green Peas, Eggplants,
Turnips, Green Corn, Asparagus, Radishes, Lettuce,
Onions, Cabbage, Kale, Cantaloupes, and like articles.
In standard crates of 50 pounds.
Barrels or barrel-crates, double the crate rate.

DISTANCE TABLES

DISTANCE TABLES.

ATLANTIC COAST LINE RAILWAY.

Jacksonville to Port Tampa.

Jacksonville	0.	Denver	77.5	Kissimmee	166.0
Edgewood	3.6	Hammond	81.2	Campbell	170.0
Youkon	9.4	Seville	83.4	Loughman	177.1
Orange Park	14.0	Pierson	89.1	Davenport	182.2
Doctor's Inlet	20.4	Eldridge	91.5	Haines City	187.0
Russell	23.9	Barberville	93.8	Bartow Junction	193.7
Magnolia Springs	28.3	De Leon Springs	99.0	Auburndale	198.0
Green Cove Springs	29.8	Glenwood	102.2	Carter's	203.2
Walkill	33.3	DeLand Junction	107.2	Lakeland	208.6
West Tocoi	40.2	Orange City Junction	112.3	Winston	212.7
Bostwick	45.7	Enterprise Junction	118.1	Youman's	215.7
Teasdale	48.6	Monroe	121.0	Plant City	219.1
Pecan	51.6	Sanford Junction	124.3	Dover	225.3
Palatka	54.9	Sanford	125.0	Seffner	228.7
Lundy	57.3	Lake Mary	130.8	Orient	235.0
Buffalo Bluff	62.1	Longwood	135.4	Thonotosassa Jct.	237.9
Satsuma	63.9	Altamonte Springs	138.3	Ybor City	239.1
Sisco	67.0	Maitland	140.9	Tampa	240.6
Pomona	69.4	Winter Park	143.4	Tampa Bay Hotel	241.4
Como	71.0	Orlando	148.2	Dewey	244.9
Huntington	71.2	Smithville	155.6	Port Tampa City	247.9
Crescent City Jct.	77.0	Connelly	160.2	Port Tampa	249.6

Jacksonville to Jesup.

RRC	Jacksonville	0.0	Ratliff	14.7	Andrews	33.9
	Moncrief	3.5	Callahan	19.7	Bologne	37.3
	Picket	5.5	Dyal	24.3	Folkston, Ga.	41.5
	Dinsmore	9.6	Hilliard	29.9	Jesup, Ga.	96.0

Jacksonville to St. Petersburg.

Jacksonville	0.0	Rochelle	93.5	St. Catherine	183.3
Moncrief	3.5	Micanopy Jct.	99.1	Croom	189.2
Cambon	9.3	Evingston	101.7	Rital	194.1
Cash Point	14.1	McIntosh	104.6	Trilby	198.3
Baldwin	19.2	Orange Lake	106.1	Blanton	203.2
McPherson	26.8	Proctor	107.0	San Antonio	209.3
Bessent	30.8	Reddick	110.5	Pasco	213.0
Sapp	37.8	Lowell	113.4	Ehren	221.5
Ellerbee	41.7	Martin	116.6	Odessa	231.8
Raiford	44.8	Kendrick	119.6	Keystone Park	235.5
Rylander	47.1	Ocala Junction	124.2	Tarpon Springs	242.4
Lake Butler	51.9	Ocala	125.1	Sutherland	247.9
Hiers	58.8	Cornell	131.3	Ozona	248.6
Santa Fe	63.9	Candler	138.6	Dunedin	252.7
Hainesworth	68.2	Weirsdale	146.6	Clear Water	255.9
Burnett's Lake	70.8	Lady Lake	151.3	Bellair	256.9
Hague	74.1	Leesburg	159.0	Largo	259.5
Paradise	80.4	Okahumpka	164.5	Cross Bayou	264.3
Gainesville	84.5	Center Hill	173.6	Lellman	268.4
Kelley's Mill	91.8	Webster	178.2	St. Petersburg	273.6

ATLANTIC COAST LINE RAILWAY—Continued.
Jacksonville to Perry.

Jacksonville	0.	Lake Butler	51.9	Trenton	98.1
Moncrief	3.5	Dukes	57.8	Wilcox	104.5
Cambon	9.3	Hiers	58.8	Old Town	108.5
Cash Point	14.1	Santa Fe	63.9	Eugene	113.6
Baldwin	19.2	Hainesworth	68.2	Cross City	116.8
McPherson	26.8	Burnett's Lake	70.8	Hines	126.9
Bessent	30.8	West Alachua	72.5	Clara	134.0
Sapp	37.8	Cadillac	77.0	Salem	141.7
Ellerbee	41.7	Komoka	82.1	Athena	150.3
Raiford	44.8	Newberry	84.6	Pinland	154.6
Rylander	47.1	Tyler	93.9	Perry	161.2

Lakeland to Waycross.

Lakeland	0.0	Dunnellon	80.8	Lake City Junction	152.4
Kathleen	7.6	Juliette	85.3	Hildredth	156.1
Stokes	11.5	Romeo	92.5	Branford	163.2
Millard	15.6	Morristown	97.6	O'Brien	168.7
Richland	20.8	Montbrook	101.3	McAlpin	175.6
Dade City	27.5	Williston	105.5	Pine Mount	177.3
Trilby	34.0	Gun	108.0	Padlock	182.1
Rital	38.2	Raleigh	109.4	Live Oak	186.8
Croom	43.1	Eve	112.6	North Live Oak	187.8
Istachatta	49.1	Archer	117.2	Suwannee	193.8
Floral City	56.0	Half Moon	122.6	Marion	197.5
Inverness	62.8	Newberry	127.0	Jasper	202.9
Hernando	68.3	Lexington	129.4	Baker's Mill	206.9
Holder	73.6	Clark	135.2	Haylow, Ga.	224.2
Elliston	75.9	High Springs	140.2	Dupont Jet., Ga.	235.1
Gulf Junction	79.3	Fort White	149.5	Waycross, Ga.	270.0

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High Springs to Burnett's Lake.

High Springs	0.0	Alachua	7.6	Burnett's Lake	9.3
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ATLANTIC COAST LINE RAILWAY—Continued.
Lakeland to Fort Myers.

Lakeland	0.0	Torrey	33.7	Fort Ogden	72.6
Pauway	4.2	Wauchula	38.1	Cleveland	82.2
Haskell	7.5	Zolfo	42.1	Punta Gorda	86.0
Bartow	13.0	Moffitt	45.6	Acline	90.2
Homeland	19.2	Buchanan	48.4	Gilchrist	99.1
Fort Meade	23.9	Gardner	52.5	Samville	106.8
Whidden Creek	26.4	Brownville	56.0	Tice	109.8
Jane Jay	28.4	Arcadia	62.0	Fort Myers	114.0
Bowling Green	31.7	Nocatee	66.0		

Ocala to Homosassa.

Ocala	0.0	Leroy	14.7	Gulf Junction	28.0
Ocala Junction	0.9	Rock Springs	18.7	Citronelle	35.0
Martel	8.9	Juliette	22.0	Crystal	40.5
York	12.4	Dunnellon	26.5	Homosassa	49.9

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Sanford to Trilby.

Sanford	0.0	Palm Springs	13.2	Oakland	32.1
Sanford Junction	0.8	Forest City	15.9	Minneola	41.1
New Upsala	2.8	Lakeville	20.4	Clermont	42.7
Twin Lakes	3.8	Clarcona	22.3	Mascotte	42.0
Paola Junction	5.3	Fullers	26.0	Linden	61.2
Pine Crest	6.1	Crown Point	27.2	Tarrytown	62.4
Island Lake	7.6	Winter Garden	29.4	Riverland	67.7
Glen Ethel	10.0	Tildenville	30.9	Trilby	73.7

Sanford to Astor.

Sanford	0.0	Tufts	8.8	Tavares.	29.3
Sanford Junction	0.8	Ethel	10.8	Eustis	33.8
New Upsala	2.8	Cassia	12.8	Fort Mason.	35.7
Twin Lakes	3.8	Wayland	15.4	Umatilla	39.8
Paola Junction	5.3	Lovejoy's Mill	16.8	Altoona	42.9
Paola	5.8	Sorrento	18.4	Pittman	45.0
Markham	7.8	Mount Dora	23.9	Astor	60.5

Sanford to Lake Charm.

Sanford	0.0	Rutledge	5.0	Oviedo	17.0
Sanford Junction	0.8	Clydes	7.4	Lake Charm	18.4
Fort Reed	3.2	Clifton	12.0		

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Leesburg to Fort Mason.

Leesburg	0.0	Lisbon	8.5	Fort Mason	13.8
Orange Bend	7.4	Grand Island	12.0		

Tavares to Lane Park.

Tavares	0.0	Lane Park	3.0		
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DeLand Junction and DeLand.

De Land Junction.....	0.0	Stetson	2.1	De Land	4.0
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ATLANTIC COAST LINE RAILWAY—Continued.

Kissimmee to East Apopka.

Kissimmee	0.0	Windemere	19.6	Apopka	33.0
Shingle Creek	4.5	Gotha	21.1	East Apopka	34.0
McLane's	8.7	Ocoee	24.5		
Waco	17.3	Clarcona	29.3		

Kissimmee to Narcoossee.

Kissimmee	0.0	Peghorn Junction	6.1	Runnymede	12.8
Carolina	4.5	St. Cloud	9.0	Narcoossee	14.4
		Peento	10.0		

Bartow Junction to Bartow.

Bartow Junction	0.0	Eagle Lake	9.0	Bartow	16.7
Florence Villa	3.5	Excelsior Park	13.2		
Winter Haven	5.0	Gordonsville	12.0		

Winston to Tiger Bay.

Winston	0.0	Mulberry	10.8	Phosphoria	19.9
Medulla.	6.0	Pierce	13.8	Agricola	21.4
Christina	7.5	Pebbledale	15.4	Tiger Bay	25.3
Bone Valley Junction.....	8.8	Green Bay	17.2	Ft. Meade	28.8

Thonotosassa Junc. to Thonotosassa.

Thonotosassa Junction	0.0	Hillsboro	7.0	Thonotosassa	11.0
Idlewild Park	5.5	Harney	8.5		

Croom to Brooksville.

Croom	0.0	Brooksville	10.0		
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Palatka to Rochelle.

Palatka	0.0	Interlachen	16.6	Hawthorne	30.0
Francis	4.4	Edgar	21.2	Grove Park	34.7
Akomi	10.1	Johnson	22.7	Rochelle	38.9
Hollister	11.5	McMeekin	25.3		

Micanopy Junction to Tacoma.

Micanopy Junc.....	0.0	Micanopy	3.4	Tacoma	8.4
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Proctor to Citra.

Proctor	0.0	Citra	6.1		
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Lake City to Lake City Junction.

Lake City	0.0	Drews	10.7	Lake City Junction	18.7
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Monticello to Thomasville.

Monticello	0.0	Metcalf	14.0	Thomasville, Ga.....	24.0
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River Junction to Climax.

River Junction	0.0	Fowltown, Ga.....	21.6		
Faceville, Ga.....	14.9	Climax	30.3		

SEABOARD AIR LINE RAILWAY.

From Jacksonville to River Junction.

Jacksonville	0.0	Lake City	59.3	Braswell	140.5
Marietta	7.4	Ogden	64.8	Lloyd	147.0
White House	10.9	Welborn	70.5	Capitola	151.4
Millerton	14.0	Houston	76.0	Chaires	153.4
Baldwin	18.7	Live Oak	81.3	Tallahassee	165.0
Mattox	22.7	Falmouth	90.9	Ocklocknee	173.4
Macclenny	27.5	Ellaville	94.7	Midway	177.0
Glen St. Mary	29.8	Lee's	102.2	Quincy	188.9
Drake	32.5	West Farm	104.4	Gretna	194.2
Sanderson	36.8	Madison	109.7	Mt. Pleasant	197.6
Woodstock	39.0	Champaign	114.8	Jamison	200.5
Olustee	46.7	Greenville	123.3	River Junction	207.7
Mt. Carrie	51.1	Aucilla	130.7		
Watertown	56.7	Drifton	138.1		

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Jacksonville to Tampa.

Jacksonville	0.0	Sparr	88.5	Terrell	150.1
Marietta	7.4	Anthony	91.8	Lacoochee	156.3
White House	10.9	Oak	95.1	Owensboro	158.0
Millerton	14.0	Silver Springs Junction	97.7	Dade City	164.2
Baldwin	18.7	Silver Springs	99.6	Pasadena	166.7
Flitton	22.4	Ocala	101.5	Phelps	170.6
Maxville	26.2	Santos	109.1	Greer	170.4
Highland	32.6	Belleview	113.1	Abbot	173.6
Lawtey	37.7	Summerfield	117.1	Knights	184.9
Starke	44.4	South Lake Weir Junction	117.3	Plant City	188.9
Hampton	50.7	Dallas	119.8	Turkey Creek	193.7

Waldo	50.3	Oxford	122.8	Sidney	195.4
Orange Heights	61.4	Wildwood	127.4	Valrico	198.4
Campville	65.4	Coleman	131.9	Brandon	200.7
Hawthorne	70.5	Panasoffkee	135.4	Limona	201.7
Lockloosa	76.9	Sumterville Junction	136.0	Ybor City	210.1
Island Grove	80.5	Sumterville	138.2	Tampa	211.5
Citra	83.0	Bushnell	142.0		
Meadows	85.5	St. Catherine	145.9		

Jacksonville to Savannah.

Jacksonville	0.0	Tisonia	16.4	Evergreen	30.0
F. & J. Junction	3.6	Hedges	21.2	Savannah, Ga.	137.3
Panama	6.1	Yulee	23.5		
Duval	13.3	Becker	27.4		

Fernandina to Baldwin.

Fernandina	0.0	Italia	19.0	Inglehome	38.8
O'Neil	6.0	Callahan	27.2	Brandy Branch	41.0
Lofton	8.5	Crawford	31.6	Baldwin	47.2
Yulee	12.0	Dahoma	34.8		
Wilson	14.0	Verde	37.0		

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Waldo to Cedar Key.

Waldo	0.0	Kanapaha	21.0	Otter Creek	49.6
Millican	3.4	Palmer	24.2	Ellzey	51.2
Fairbanks	7.1	Archer	28.5	Willy	59.3
Gainesville	14.0	Albion	33.5	Rosewood	60.7
Daysville	17.6	Meredith	34.7	Sumner	63.2
Hammock Ridge	18.7	Bronson	37.8	Luckens	68.1
Arredondo	19.9	Lennon	43.8	Cedar Keys	70.9

SEABOARD AIR LINE RAILWAY—Continued.
Starke to Wanee.

Starke	0.0	LaCrosse	19.4	Arno	32.6
Sampson Junction	6.4	Getzens	20.2	Buda	35.1
Wainwrights	7.6	Hainesworth	23.4	Central Junction	37.3
Clayno	10.1	Burnett's Lake	26.0	Neals	41.2
Atlantic	12.6	A. C. L. Junction	25.3	Willford	46.3
Brooker	14.6	Alachua	26.5	Bell	51.2
Thomasville	16.4	Hodges	29.3	Wanee	56.6

Euda to Norwillis.

Buda	0.0	Thames	7.3	Fleetnor	8.7
Mutual	2.5	Vanes Pen	6.1	Norwillis	9.8
Thames Junction	5.7	Mersey	7.1		

Archer to Early Bird.

Archer	0.0	Gunnells	9.0	Morriston	19.4
Eve	4.4	Williston	11.5	Standard	24.3
Raleigh	7.6	Montbrook	15.7	Early Bird	27.1

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Wildwood to Orlando.

Wildwood	0.0	Eldorado	15.3	Plymouth	37.2
Orange Home	3.1	Tavares	22.3	Apopka	40.5
Sprinks	6.6	Ellsworth Junction	25.4	Piedmont	43.1
Whitney	7.5	Victoria	29.4	Toronto	44.5
Montclair	9.0	Wallings	30.6	Lockhart	46.6
Leesburg	11.4	Gainesboro	31.6	Fairvilla	49.9
Sunnyside	13.9	Zellwood	33.2	Modello Park	50.7
Sadie	14.6	McDonald	35.5	Orlando	53.5

Orlando to Lake Charm.

Orlando	0.0	Winter Park	5.5	Oveido	15.9
Rowena	2.8	Golden Rod	10.3	Lake Charm	17.0
College Station	5.1	Gabriella	12.6		

Turkey Creek to Sarasota.

Turkey Creek	0.0	Eric	35.6	Manatee	44.1
Durant	5.0	Terra Ceia Junction	39.0	Bradentown Junction	44.4
Boyette	11.1	Terra Ceia	44.4	Bradenton	45.4
Balm	16.4	Ellenton Junction	41.1	Oneco	48.7
Wimauma	20.2	Ellenton	41.9	Sarasota	55.7
Willow	25.9	Palmetto Junction	42.2	Fruitville	59.5
Parish	32.0	Palmetto	43.4		

Plant City to Nichols.

Plant City	0.0	Hopewell	6.4	Welcome	13.0
Coronet Junction	2.2	Alafia	8.5	Edison	13.2
Coronet	3.5	Keysville	10.4	Nichols	15.6
Trapnell	4.2	Keysville Junction	10.9		

Tallahassee to St. Marks.

Tallahassee	0.0	Ferrell	10.1	St. Marks	21.1
Lutterloh Spur	7.9	Vareen	12.7		
Woodville	9.5	Wakulla	15.6		

SEABOARD AIR LINE RAILWAY—Continued.

Tallahassee to Covington.

Tallahassee	0.0	Walton	12.9	Covington	32.3
St. Marks Junction	2.9	Wacissa	21.3		
Corey	10.3	Leonton	23.6		

Drifton to Monticello.

Drifton	0.0	Monticello	4.4		
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GEORGIA SOUTHERN AND FLORIDA RAILWAY.

Palatka to Valdosta.

Palatka	0.0	Theresa	31.8	Suwannee Valley	82.8
A. C. L. Junction	1.0	Hampton	36.4	White Springs	86.3
Woodburn	8.0	Sampson City	42.1	Winn	89.7
Carraway	10.6	New River	46.8	Genoa	93.2
Baywood	13.8	Lake Butler	53.1	Jasper	103.8
Florahome	16.9	Guilford	58.1	Avoca	109.9
Grandin	18.9	Lulu	63.7	Jennings	115.3
Putnam Hall	21.5	Jefferson	67.0	Melrose, Ga.	118.8
Lake Geneva	26.1	Lake City	74.4	Valdosta, Ga.	134.4
Brooklyn	28.2	Winfield	80.0		

Jacksonville to Macon.

Jacksonville	0.0	Kent	22.7	Ewing	56.2
J. & S. W. Crossing	3.6	St. George	27.5	Valdosta, Ga.	110.1
Hoyt	5.1	Clarking	31.8	Tifton, Ga.	156.6
King's Grove	7.5	Moniac	38.6	Macon, Ga.	261.8
Plummer	11.4	Baxter	39.1		
Crawford	17.7	Eddy	45.6		

TAMPA & JACKSONVILLE RAILWAY.

Sampson City	0.0	Cannon's	24.5	Simonton	39.9
Graham	4.5	Rocky Point	25.7	Hickman	41.0
Cyril	7.0	Wacahoota	29.3	Southside	42.4
Bellamy	11.5	Clyatts	32.6	Dungarvin	43.4
Ellithorpe	16.0	Kirkwood	33.3	Irvine	45.0
A. C. L. Crossing	19.0	Tacoma	34.4	Fort Drane	46.3
Gainesville	20.0	Micanopy	36.7	Fairfield	48.0
S. A. L. Crossing	20.3	Tuscarilla	39.2		

FLORIDA RAILWAY.

Live Oak	0.0	Suwannee River	16.6	Askold	36.7
Nebo	6.0	Norwood	19.4	Charlton	39.2
Lanier Siding	10.0	Mayo	22.6	Keene	43.1
Kirkland	12.4	Alton	25.1	Fenholloway	46.1
Wilmarth	16.0	San Pedro	26.1	Denmark	49.7
Luraville	20.5	Salt Road	28.0	Perry	52.0

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LIVE OAK, PERRY & GULF RAILROAD.

Live Oak	0.0	Dowling Park	17.0	Smith	33.0
S. A. L. Crossing	1.0	Chancey	18.0	Fenholloway	38.0
Starr	6.5	Mayo Junction	20.7	Florida Ry. Crossing	39.0
Mercer	8.5	Day	22.0	Blue Creek Junction	40.0
Platt	10.0	Silo	25.0	Perry	44.0
Lancaster	14.0	Townsend	28.0	Hampton Springs	49.0

LIVE OAK, PERRY & GULF RAILROAD—Continued.
Mayo Branch.

Mayo Junction	0.0	Peterson	8.3	Alton	14.3
Dell	4.8	Mayo	12.0		

LOUISVILLE & NASHVILLE.

Pensacola Division.

Pensacola	0.0	Cottage Hill	16.3	Jacobi	29.0
Goulding	2.4	Quintette	18.7	McDavid	33.2
Brent	3.8	Molino	22.7	Thrifts	35.2
Olive	6.6	Noriagga	23.7	Bluff Springs	38.2
Roberts	11.4	Dolores	24.7	Pringe	40.2
Gonzales	12.4	Barth	25.7	Century	41.5
Cantonment	14.8	Pine Barren	27.0	Flomaton	43.5

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P. & A. Division.

Pensacola	0.0	Deer Land	59.5	Piney Grove	113.6
Red Bluff	3.7	Claroy	61.5	Chipley	116.9
Bohemia	6.5	Ginsburg	63.5	Macon	118.9
Gull Point	7.2	Mossy Head	66.5	Aycock	122.7
Yniestra	8.2	Gradan	70.5	Cottondale	126.5
Escambia	9.2	Bear Head	72.5	Simla	128.5
Mulat	12.8	Pintado	74.5	Marianna	135.6
Harp	14.1	Tervin	78.5	Lulaton	137.6
Galt City	17.3	DeFuniak Springs	79.4	Lorena	140.6

Bagdad Junction	18.4	Argyle	84.1	Criglar	142.6
Milton	19.9	Ponce de Leon	90.9	Cypress	146.2
Harold	30.0	Valle	93.9	Grand Ridge	149.6
Kenneth	36.0	Gelder	96.9	Inwood	152.6
Holts	38.8	Westville	97.4	Sneads	155.6
Galliver	40.8	Caryville	99.9	Chattahoochee River Ldg.	159.6
Milligan	46.3	Lone Pine	103.9	River Junction	161.1
Crestview	50.6	Bonifay	108.5		
Hinco	51.6	Hagerman	112.6		

Crestview to Flora.

Crestview	0.0	Pineway	13.5	Cowans	19.9
Auburn	4.6	Falco Junction	14.6	Svea	20.8
Caledonia	8.5	Williamson	15.0	Hoogstract	21.5
Campton	10.0	Laurel Hill	16.5	Florala, Ala.	26.4

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Alabama Division.

Graceville	0.0	Noma	6.7	Georgiana, Ala.	100.1
Eleanor	3.0	High Note	11.6	Montgomery, Ala.	159.4

APALACHICOLA NORTHERN RAILROAD.

River Junction	0.0	Guest	17.1	Sumatra	55.7
Dolan	7.9	Horsford	25.6	Everly	67.3
Greensboro	12.6	Evans	29.3	Apalachicola	80.0
Juniper	14.4	Trump	33.9		

ATLANTA & ST. ANDREWS BAY RAILWAY.

Panama City	0.0	Spaun's Siding	31.0	Welchton	57.0
Mill Bayou	8.0	Compass Lake	37.0	Jacobs	59.0
Bear Creek	19.0	Round Lake	42.0	Campbelton's	63.0
Youngstown	22.0	Alfords	45.0	State Line	67.0
German American	25.0	Steele City	47.0	Dothan, Ala.	83.0
Fountain	30.0	Cottondale	52.0		

GEORGIA, FLORIDA & ALABAMA RAILWAY.

Carrabelle	0.0	Arran	29.0	Lake Jackson	59.0
Lanark	5.0	Baker Mill	31.0	Gibson	62.0
MacIntyre	13.0	Hilliardville	36.0	Havana	67.0
Curtis Mills	16.0	Spring Hill	40.0	Hinson	68.0
Sopchoppy	19.0	S. A. L. Junction	49.0	Bainbridge, Ga.	90.0
Ashmore	21.0	Tallahassee	50.0	Arlington, Ga.	129.0
Millgrove	26.0	Saxon	54.0	Cuthbert, Ga.	156.0

Quincy Branch..

Havana	0.0	Littman	7.0	Quincy	11.0
Florence	5.0	Cory	9.0		

FLORIDA CENTRAL RAILROAD.

Fanlew	0.0	Miccosukee	24.0	Elmer	30.0
Cody	7.0	Yarbrough	26.0	Thomasville	47.0
Mays	13.0	Copeland	28.0		
Wadesboro	17.0	Stringer	29.0		

SOUTH GEORGIA RAILWAY.

Perry	0.0	Sirmans	17.0	Lovett	38.0
Boyd	6.0	Greenville	26.0	Quitman	49.0
Lake Bird	10.0	Dennett	31.0	Adel	77.0
Shady Grove	12.0	Maysland	35.0		

GREENVILLE SOUTHERN RAILWAY.

Greenville	0.0	Fowler	2.0	Myrick	5.0
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TAMPA NORTHERN RAILROAD.

Tampa to Brooksville.

Tampa	0.0	Nowatney	10.4	Loyce	33.3
Ybor City	1.1	Stemper	14.6	Envile Junction	39.2
A. C. L. Crossing	2.1	Denham	18.6	Envile	39.7
Garytown	2.3	A. C. L. Crossing	22.0	Rural	43.7
Hardee	5.4	Drexel	22.1	Wiscon Junction	46.7
Flora	8.3	Fivay Junction	28.5	Brooksville	49.7

CHARLOTTE HARBOR AND NORTHERN RAILWAY.

S. Boca Grande.....	0.0	Ft. Ogden	39.9	Bridges	65.1
Boca Grande.....	2.3	Liverpool	43.4	Ona	69.9
Gasparilla	5.3	Hull	42.6	Ft. Green Springs.....	77.7
Placida	10.0	Nocatee	47.0	Ft. Green Jct.	79.9
McCall	17.6	Arcadia	51.9	Bairds Spur.....	84.2
Southland	19.9	Bunker	54.7	Chicora	89.1
Charlotte	26.5	Stewarts Switch.....	57.5	Bradley Jct.	92.7
Platt	36.9	Kinsey	60.4	Pierce	95.6
Boggess Landing	38.8	Limestone	61.9		

GEORGIA & FLORIDA RAILWAY.

Madison	0.0	Pinetta	11.0	Valdosta	28.6
Hanson	7.8	Olympia	15.1		

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PENSACOLA & PERDIDO RAILROAD.

Pensacola	0.0	Millview Junction	6.29	Millview	7.29
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PENSACOLA, ALABAMA & TENNESSEE RAILROAD.

Millview Junction	0.0	Klondyke	6.8	Muscogee.	15.3
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TAVARES & GULF.

Tavares	0.0	Franklins	19.0	Oakland	28.5
Ellsworth Junction	3.5	Montverde	20.0	Tildenville	29.5
Astatula	8.5	Waits Junction	23.0	Brayton	30.5
Double Run	10.5	Minneola	27.0	Winter Garden	31.5
Bear Spring	13.0	Clermont	29.0		
West Apopka	16.0	Killarney	26.5		

OCALA NORTHERN RAILWAY.

Ocala	0.0				
Silver Springs	6.0	Daisey	14.4	Fort McCoy	18.9
Burbank	13.1				

MARIANNA AND BLOUNTSTOWN RAILROAD.

Marianna	0.0	Rock Creek	9.0	Altha	15.8
Oak Dale	4.9	Sink Creek	11.3	Blountstown	26.7
Simsville	7.5	Cox	13.5		

SANFORD AND EVERGLADES.

Sanford	0.0	Beardale	2.8	Stevens	4.8
Brissons	1.8	Beck Hammock	3.8	Cameron	5.8
Sipes	2.3				

FLORIDA EAST COAST RAILWAY.
Jacksonville to Knight's Key Dock.

Jacksonville	0.0	Harwood	97.6	Melbourne	194.2
South Jacksonville	1.3	Tomoka	101.4	Tillman	197.4
Bowden	5.0	Ormond Hotels	105.5	Malabar	199.9
Nesbit	9.3	Ormond	104.2	Valkaria	203.0
Greenland	12.8	Holly Hill	107.0	Grant	205.5
Bayard	15.3	Daytona	109.8	Micco	208.6
Durbin	20.6	Blake	112.5	Roseland	212.4
Woodland	24.2	Port Orange	114.7	Sebastian	214.5
Sampson	27.3	Spruce Creek	119.3	Wabasso	219.3
Magnolia Grove	31.4	Turnbull Bay	121.3	Quay	221.9
Baker Siding	34.8	New Smyrna	124.6	Gifford	225.5
St. Augustine	36.7	Hawks Park	127.1	Vero	227.8
Dean Siding	37.1	Hucomer	131.0	Oslo	231.1
Hurds	44.2	Oak Hill	136.4	Viking	234.6
Elkton	47.1	Lyrata	143.2	St. Lucie	238.9
Armstrong	49.0	East Mims	150.4	Ft. Pierce	241.5
Holy Branch	51.1	Titusville	154.4	White City	246.4
Hastings	53.7	Pritchards	157.7	Eldred	247.2
Orange Mills	57.4	Delespine	162.6	Ankona	249.0
East Palatka	61.5	Frontenac	165.4	Walton	252.4
San Mateo Junction	62.8	Sharpes	167.7	Eden	254.4
Yelvington	66.6	City Point	169.3	Jensen	256.7
Roy	68.8	Cocoa	173.1	Rio	258.8
Dinner Island	76.4	Rockledge	174.7	Gosling	260.5
Neoga	80.3	Bonaventure	179.4	Stuart	261.2
Espanola	82.3	Pineda	182.7	Aberdeen	266.3
Bunnell	86.6	Eau Gallie	189.8	Fruita	268.7
Dupont	90.1	Sarno	190.7	Gomes	272.2

Hobe Sound	274.7	Ojus	353.4	Modello	391.5
Likely	277.8	Fulford	364.7	Homestead	393.9
West Jupiter	282.8	Arch Creek	357.4	Wooddall Siding	401.3
Prairie	290.5	Biscayne	359.0	Everglade	408.3
Riveria	295.3	Little River	360.6	Jewfish	415.4
West Palm Beach	299.0	Lemon City	361.8	Key Largo	417.1
Royal Poinciana	300.0	Buena Vista	363.2	Rock Harbor	424.3
Breakers	300.1	Miami	365.6	Tavernier	430.8
Lantana	308.3	Cocoanut Grove	370.9	Plantation	434.5
Hypoluxo	309.4	Larkin	373.7	Quarry	438.2
Boynton	312.3	Kendal	376.4	Islamorada	439.9
Delray	316.9	Benson	378.6	Indian Key	445.3
Yamato	321.3	Keys	379.0	Midway	447.6
Boca Ratone	324.6	Rockdale	380.2	Cooks Siding	450.4
Deerfield	327.0	Perrine	381.6	Crescent	455.0
Pompano	331.1	Peters	382.5	Long Key	457.2
Colohatchee	338.3	Goulds	385.8	Grassy	463.9
Fort Lauderdale	341.2	Black Point	386.7	Vaca	470.8
Dania	345.9	Princeton	387.8	Marathon	474.2
Hallandale	350.6	Naranja	389.3	Knights Key Dock	476.8

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New Smyrna to Orange City Junction.

New Smyrna	0.0	Indian Spring	9.9	Twin Oaks	24.0
Glencoe	3.1	Rogers	15.4	Orange City	25.5
Briggsville	7.2	Lake Helen	20.5	Orange City Junction	27.4

FLORIDA EAST COAST RAILWAY—Continued.

Titusville to Sanford.

Titusville	0.0	Aurantia	9.3	Garfield	33.6
Lagrange	2.1	Maytown	16.4	Enterprise	36.2
Mims	4.3	Cow Creek	21.2	Enterprise Junction	40.1
Turnbull	8.0	Kalamazoo	26.8	Sanford	47.4
Turnbull Junction	8.5	Osteen	29.3		

South Jacksonville to Mayport.

South Jacksonville	0.0	San Pablo	13.3	Burnside Beach	21.7
St. Nicholas	1.4	Pablo Beach	16.0	East Mayport	22.6
Springs Glen	2.8	Casliens	17.4	Mayport	24.1
Hogan	4.7	Atlantic Beach	19.0		
Center Park	9.4	Manhattan Beach	21.3		

East Palatka to San Mateo.

East Palatka	0.0	Howard's Ridge	2.5		
San Mateo Junction	1.3	San Mateo	4.0		

East Palatka to Palatka.

East Palatka	0.0	Water Street, Palatka	2.0	Palatka Union Station	2.6
			.		

STATISTICS

STATISTICS.

RECEIPTS AND EXPENSES ON INTRASTATE BUSINESS
IN THE STATE OF FLORIDA FOR THE
YEAR ENDING JUNE 30, 1910, OF SOUTHERN EXPRESS COMPANY.

Receipts	\$578,283.55
EXPENSES:	
Transportation	\$298,856.94
Loss and Damage	6,420.10
General Salaries and Expenses ..	17,457.78
General Expenses	10,136.35
Stationery and Supplies	8,706.99
Superintendents Salaries and Expenses	8,120.65
Route Agents Salaries and Expenses	7,581.02
Messengers Salaries	28,566.16
Agents Salaries and Office Expenses	162,198.89
Property	1,839.05
Taxes	11,231.88
	—
Gain	\$ 17,167.74

STATE OF TENNESSEE }
COUNTY OF HAMILTON }

Personally appeared before me, a Notary Public, F. J. Virgin, Auditor of the Southern Express Company, who makes oath that the above statement is true and correct to the best of his knowledge and belief.

(Signed) F. J. VIRGIN, Auditor.

SUBSCRIBED AND SWORN TO BEFORE ME

This 18th day of February, 1911.

(Signed) J. E. BLEDSOE, Notary Public.

MILEAGE OF RAILROADS IN FLORIDA.

RAILROADS REPORTING.	LINE OWNED.					Line of Proprietary Companies.	Lines Operated Under Lease.	Lines Operated Under Contract, etc.	Lines Oper'd Under Track- age Rights.	Total Mileage Operated, All Tracks.
	Miles of Main Line.	Miles of Second Track.	Miles Yard Track and Sidings.	Miles of Branches and Spurs.						
Apalachicola Northern.....	102.00	.....	6.25	.....	.....	.....	.....	.....	.....	108.25
Atlanta & St. Andrews Bay.....	67.00	.....	.50	.....	.....	.....	.....	.....	.....	67.50
Atlantic Coast Line.....	877.99	17.69	243.59	579.13	.....	.....	.....	.....	26.51	1,744.91
Charlotte Harbor & Northern.....	92.25	.....	4.67	3.49	.....	.....	.....	.....	.....	100.41
Florida Central.....	33.83	.....	1.03	.....	.....	.....	.....	.....	.....	34.86
Florida East Coast.....	477.60	.....	88.23	105.87	.....	.....	.....	.....	.....	671.70
Florida West Shore (S. A. L. Ry.).....	56.99	.....	9.62	9.03	.....	4.33	.....	.....	.....	79.97
Florida Railway.....	52.00	.....	2.00	7.00	.....	.....	.....	.....	.....	61.00
Georgia, Florida & Alabama.....	73.07	.....	.....	11.30	.....	.....	.....	.....	.....	84.37
Georgia & Florida.....	13.66	.....	1.11	.....	.....	.....	.....	.....	.....	14.77
Georgia Southern & Florida.....	152.36	.....	20.00	.....	.....	.....	.....	3.39	.....	175.75
Greenville Southern.....	5.00	.....	.....	.....	.....	.....	.....	.....	.....	5.00
Jacksonville Terminal.....	5.71	.....	21.35	.....	.....	.....	.....	.....	.....	27.06
Live Oak, Perry & Gulf.....	62.85	.....	2.92	18.15	.....	.....	.....	.....	.....	83.92
Louisville & Nashville.....	216.74	2.32	49.87	28.70	.....	.....	.....	3.05	.....	300.68
Marianna & Blountstown.....	28.92	.....	.27	.....	.....	.....	.....	.....	.....	29.19
Ocala Northern.....	13.20	.....	.....	.....	.....	1.90	.....	3.80	.....	18.90
Pensacola, Alabama & Tennessee.....	15.30	.....	.75	.....	.....	.....	.....	.....	.....	16.05
Pensacola & Perdido.....	8.00	.....	2.15	.....	.....	.....	.....	.....	.....	10.15
Plant City, Arcadia & Gulf.....	12.71	.....	2.64	6.17	.....	.....	.....	0.42	.....	21.94
St. Johns River Terminal.....	5.99	.....	21.59	.....	.....	.....	.....	.....	.....	27.58
Sanford & Everglades.....	5.70	.....	.25	.....	.....	.....	.....	1.25	.....	7.20

Seaboard Air Line.....	885.44	.....	168.78	26.27	.....	.....	.....	1,080.49
South Georgia	12.41	.....	1.50	.....	26.00	.....	.....	39.91
Standard & Hernando.....	12.72	.....	8.38	.....	16.28	.....	5.08	42.46
Tampa & Gulf Coast.....	21.50	.....	1.00	.....	.....	.....	.....	22.50
Tallahassee, Perry & Southeastern.....	38.83	.....	1.40	.....	.....	.....	.....	40.23
Tampa & Jacksonville.....	48.00	.....	2.00	.....	.....	.....	.....	50.00
Tampa Northern	45.95	.....	10.70	.....	12.30	.....	1.87	70.82
Tavares & Gulf.....	31.64	.....	1.38	.....	.....	.....	3.39	36.41
Total	3,462.16	20.01	673.93	795.11	.....	58.91	44.96	5,073.88

RECEIPTS FROM OPERATIONS FOR THE YEAR ENDING JUNE 30, 1910.

RAILROADS REPORTING.	Freight Revenue	Passenger Revenue	Excess Baggage Revenue	Parlor and Chair Car Revenue	Mail Revenue
Apalachicola Northern	\$ 78,394.80	\$ 44,625.14	\$ 174.14	\$	\$ 3,396.63
*Atlanta & St. Andrews Bay	73,762.96	75,002.55	200.46	.....	3,384.80
Atlantic Coast Line	4,739,496.15	1,860,882.88	19,265.48	.....	157,832.44
Charlotte Harbor & Northern	23,832.69	12,477.60	24.90	.....	2,122.93
Florida Central	27,581.04	4,494.90	8.19	.....	778.31
Florida East Coast	1,910,295.46	1,276,051.19	9,859.43	.....	101,351.07
†Florida West Shore (S. A. L. Ry.)	18,089.74	10,962.81	79.50	.....	1,551.47
Florida Railway	20,882.99	14,819.95	.....	.....	2,221.20
Georgia, Florida & Alabama	109,090.52	72,197.32	786.61	.....	7,607.20
*Georgia & Florida	316,349.36	179,782.82	1,225.63	.....	9,076.08
Georgia Southern & Florida	261,911.79	135,306.72	1,094.93	.....	15,526.14
Greenville Southern	12,644.62	.....	.....	.....	.....
Live Oak, Perry & Gulf	90,364.21	19,492.32	50.70	.....	2,716.04
Louisville & Nashville	1,074,024.02	455,293.43	7,919.27	2,628.50	24,927.72
Marianna & Blountstown	1,078.09	944.90	.....	.....	.....
Pensacola, Alabama & Tennessee	21,225.36	425.85	.....	.....	.....
Pensacola & Perdido	31,800.88	1,508.35	.....	.....	369.03
†Plant City, Arcadia & Gulf (S.A.L.Ry.)	19,849.05	399.46	1.25	.....	223.77
St. Johns River Terminal .....	.....	.....	.....	.....	.....
Sanford & Everglades	15,562.36	.....	.....	.....	.....
Seaboard Air Line	2,752,120.04	1,229,691.53	13,397.39	7,242.40	73,978.42
South Georgia	42,733.59	26,828.35	122.14	.....	2,241.60
Standard & Hernando	100,299.15	2,113.86	.....	.....	483.25
Tampa & Jacksonville	65,996.27	4,806.72	27.95	.....	5,846.60
Tampa Northern	111,301.81	21,158.75	13.30	.....	2,081.65
†Tallahassee, Perry & S.E. (S.A.L.Ry.)	5,285.22	448.14	.30	.....	132.00
Tavares & Gulf	24,968.71	1,125.30	.....	.....	1,167.30
Total	\$11,948,940.88	\$ 5,450,840.84	\$ 54,251.57	\$ 9,870.90	\$ 419,015.65

†For Four Months. *Entire Line.

RECEIPTS FROM OPERATIONS FOR THE YEAR ENDING JUNE 30, 1910.—Continued.

RAILROADS REPORTING.	Express Revenue	Other Passenger Train Revenue	Switching, Special Train Service and Miscellaneous Revenue	Revenue from Operations Other than Transportation	Total Operating Revenue
Apalachicola Northern.	\$ 4,412.19	\$	\$ 151.41	\$ 4,761.94	\$ 135,916.25
*Atlanta & St. Andrews Bay.	2,347.08	.....	.....	.....	154,697.85
Atlantic Coast Line.	317,633.60	471.32	61,679.06	81,715.32	7,238,976.25
Charlotte Harbor & Northern.	.....	.....	1,596.25	1,185.55	41,239.92
Florida Central.	.....	.....	.....	240.19	33,102.63
Florida East Coast.	260,106.64	14,841.50	42,350.25	72,578.76	3,687,434.30
†Florida West Shore (S. A. L. Ry.)	1,320.70	.....	.....	247.29	32,251.51
Florida Railway.	1,066.90	.....	137.00	2,317.47	41,445.51
Georgia, Florida & Alabama.	5,018.90	.....	2,758.61	2,708.03	200,167.19
*Georgia & Florida.	2,780.94	.....	7,671.45	4,352.60	521,238.88
Georgia Southern & Florida.	26,237.41	105.36	2,233.56	29,979.93	472,395.84
Greenville Southern.	.....	.....	.....	.....	12,644.62
Live Oak, Perry & Gulf.	503.00	.....	311.58	2,192.22	115,630.07
Louisville & Nashville.	45,049.63	130.80	10,018.55	38,079.94	1,658,071.86
Marianna & Blountstown.	.....	.....	.....	.....	2,022.99
Pensacola, Alabama & Tennessee.	.....	.....	.....	37.27	21,688.48
Pensacola & Perdido.	.....	.....	.....	4,103.86	37,782.12
†Plant City, Arcadia & Gulf (S.A.L.Ry.)	.....	.....	.....	.....	20,473.53
St. Johns River Terminal.	.....	.....	34,052.45	3,540.72	37,593.17
Sanford & Everglades.	.....	.....	80.75	.....	15,643.11
Seaboard Air Line.	151,666.09	356.12	67,671.07	219,534.00	4,515,657.06
South Georgia.	1,042.37	.....	469.00	1,529.85	74,966.90
Standard & Hernando.	.....	.....	.....	.....	102,896.26
Tampa & Jacksonville.	.....	.....	492.00	374.00	77,543.54
Tampa Northern.	782.81	.....	4,635.27	16,128.27	156,191.86
†Tallahassee, Perry & S.E. (S.A.L. Ry.)	.....	.....	.....	.....	5,865.66
Tavares & Gulf.	905.88	.....	.....	3.56	28,170.75
Total.	\$ 820,874.14	\$ 15,905.10	\$ 236,308.26	\$ 485,610.77	\$ 19,441,618.11

†For Four Months. *Entire Line.

OPERATING EXPENSES OF RAILROADS IN FLORIDA FOR THE YEAR ENDING JUNE 30 1910.

RAILROADS REPORTING.	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transportation Expenses
Apalachicola Northern	\$ 35,325.66	\$ 16,659.59	\$ 2,741.42	\$ 35,332.13
*Atlanta & St. Andrews Bay	28,593.84	19,218.25	2,792.66	35,028.37
Atlantic Coast Line.....	911,264.02	1,036,484.71	121,488.01	2,244,536.75
Charlotte Harbor & Northern.....	28,263.37	10,402.49	4,295.54	22,125.23
Florida Central	6,854.04	1,747.19	2,019.81	7,282.96
Florida East Coast	447,731.39	484,239.50	64,995.14	1,108,770.00
†Florida West Shore (S. A. L. Ry.)	15,467.58	813.25	981.38	14,494.34
Florida Railway	10,031.06	5,013.13	1,928.25	13,341.06
*Georgia, Florida & Alabama.....	62,699.40	54,752.69	12,773.25	155,158.12
*Georgia & Florida.....	2,287.16	4,710.92	1,240.90	11,617.94
Georgia Southern & Florida.....	64,282.96	131,466.13	17,537.53	277,004.51
Greenville Southern	1,200.00	600.00	.....	6,036.00
Jacksonville Terminal Co.....	30,546.73	17,335.15	.....	78,639.23
Live Oak, Perry & Gulf.....	19,320.82	21,382.65	2,064.68	26,503.83
Louisville & Nashville.....	594,107.27	215,513.71	36,082.45	530,136.09
Marianna & Blountstown.....	997.19	125.63	20.00	617.88
Pensacola, Alabama & Tennessee.....	2,812.60	638.77	.....	6,634.18
Pensacola & Perdido.....	4,072.92	727.57	.....	6,769.26
†Plant City, Arcadia & Gulf (S.A.L.Ry.)	4,994.67	24.00	.....	4,067.75
St. Johns River Terminal.....	26,302.08	11,613.57	.....	93,149.31
Sanford & Everglades.....	142.56	83.88	15.95	18,527.48
Seaboard Air Line.....	650,348.14	789,532.49	203,063.45	1,365,661.20
South Georgia	20,042.53	12,269.24	1,484.63	23,718.93
Standard & Hernando.....	29,239.22	29,354.15	.....	31,214.36
Tampa & Jacksonville.....	17,884.08	6,492.14	1,227.91	20,880.90
Tampa Northern	22,870.46	21,952.25	2,042.82	34,183.97
†Tallahassee, Perry & S.E. (S.A.L. Ry.)	668.90	114.83	.....	533.11
Tavares & Gulf.....	8,445.59	652.16	360.00	10,609.38
Total	\$3,046,796.24	\$2,893,920.04	\$ 479,155.78	\$6,177,574.27

†For Four Months. *Entire Line.

OPERATING EXPENSES OF RAILROADS IN FLORIDA FOR THE YEAR ENDING JUNE 30, 1910.—Continued.

RAILROADS REPORTING.	General Expenses	Total Operating Expenses	Percentage of Operating Expenses to Gross Earnings
Apalachicola Northern	\$ 10,118.22	\$ 100,177.02	73.71
*Atlanta & St. Andrews Bay	11,276.20	96,909.32	62.64
Atlantic Coast Line	207,168.18	4,520,941.67	62.45
Charlotte Harbor & Northern	18,674.75	83,761.38	231.07
Florida Central	2,188.52	20,092.52	60.70
Florida East Coast	100,076.84	2,205,812.87	59.82
†Florida West Shore (S. A. L. Ry.)	474.68	32,234.23	99.95
Florida Railway	7,702.53	38,016.03	91.72
*Georgia, Florida & Alabama	55,147.21	340,530.67	81.50
*Georgia & Florida	2,424.92	22,281.84	69.90
Georgia Southern & Florida	28,418.54	518,709.67	109.80
Greenville Southern	2,159.42	9,995.42	79.03
Jacksonville Terminal Co	14,164.72	140,685.83	.....
Live Oak, Perry & Gulf	7,220.56	76,492.54	66.15
Louisville & Nashville	34,738.28	1,410,577.80	85.07
Marianna & Blountstown	448.25	2,208.95	109.00
Pensacola, Alabama & Tennessee	2,360.61	12,446.16	57.00
Pensacola & Perdido	3,005.20	14,574.95	38.00
Plant City, Arcadia & Gulf (S.A.L.Ry.)	23.00	9,109.42	44.49
St. Johns River Terminal	3,539.37	134,604.33	.....
Sanford & Everglades	1,039.50	14,809.37	94.00
Seaboard Air Line	172,103.62	3,180,708.90	70.44
South Georgia	5,041.96	62,557.29	83.45
Standard & Hernando	3,205.08	93,012.81	90.39
Tampa & Jacksonville	5,379.97	51,865.00	66.88
Tampa Northern	11,373.09	92,422.59	59.21
†Tallahassee, Perry & S.E. (S.A.L. Ry.)	56.20	1,373.14	23.41
Tavares & Gulf	3,567.62	23,634.75	83.90
Total	\$ 713,100.14	\$ 13,310,546.47	.....

†For Four Months. *Entire Line.

CAPITAL STOCK AND FUNDED DEBT OF RAILROADS IN FLORIDA JUNE 30, 1910.

RAILROADS REPORTING.	Miles Covered by Figures.	CAPITAL STOCK.			
		Total Par Value Outstanding.	Assignment.		
			To Railways.	To Other Properties.	Am't per Mile of Line
Apalachicola Northern	102.00	\$ 3,000,000	\$ 1,800,000	\$ 1,200,000	\$ 17,647.00
*Atlanta & St. Andrews Bay	85.00	300,000	.....	.....	3,529.00
*Atlantic Coast Line.....	4,374.63	58,162,900	58,162,900	.....	13,296.00
Charlotte Harbor & Northern.....	58.80	2,000,000	2,000,000	.....	34,014.00
Florida Central	47.10	50,000	50,000	.....	1,061.00
Florida East Coast.....	583.47	3,000,000	3,000,000	.....	5,141.00
Florida West Shore.....	66.02	500,000	500,000	.....	7,573.00
Florida Railway	59.00	62,000	62,000	.....	1,051.00
*Georgia, Florida & Alabama	186.52	350,000	350,000	.....	1,877.00
*Georgia & Florida	284.00	8,375,100	8,375,100	.....	29,490.00
*Georgia Southern & Florida.....	391.61	3,768,000	3,768,000	.....	9,622.00
Greenville Southern	5.00	10,800	10,800	.....	2,160.00
Jacksonville Terminal .....	.....	200,000	200,000	.....	.....
Live Oak, Perry & Gulf.....	81.00	600,000	600,000	.....	7,407.00
*Louisville & Nashville.....	4,316.82	60,000,000	60,000,000	.....	13,899.00
Marianna & Blountstown.....	29.00	120,000	120,000	.....	4,138.00
Pensacola, Alabama & Tennessee.....	15.30	100,000	100,000	.....	6,536.00
Pensacola & Perdido	10.15	125,000	.....	.....	12,315.00
Plant City, Arcadia & Gulf.....	18.88	200,000	200,000	.....	10,593.00
St. Johns River Terminal.....	.....	100,000	100,000	.....	.....
Sanford & Everglades.....	5.70	50,000	50,000	.....	8,772.00
*Seaboard Air Line.....	2,951.26	62,516,000	62,516,000	.....	21,183.00
South Georgia	51.00	58,000	58,000	.....	1,133.00
Standard & Hernando.....	12.72	300,000	300,000	.....	23,585.00
Tampa & Jacksonville.....	48.00	512,400	512,400	.....	10,675.00
Tampa Northern	45.95	750,000	750,000	.....	16,322.00
Tallahassee, Perry & Southeastern.....	38.83	307,500	307,500	.....	7,919.00
Tavares & Gulf.....	31.64	250,000	250,000	.....	7,901.00

*Entire Line.

CAPITAL STOCK AND FUNDED DEBT OF RAILROADS IN FLORIDA, JUNE 30, 1910.—Continued.

RAILROADS REPORTING.	FUNDED DEBT.					Total Amount Outstandi'g	Total Amount Per Mile for Road Owned		
	Total Par Value Outstandi'g	Assignment.							
		To Railways.	To Other Properties.	Am't per Mile of Line					
Apalachicola Northern	\$ 2,000,000	\$ 1,200,000	\$ 800,000	\$ 11,765.00	\$ 5,000,000	\$ 29,412.00			
*Atlanta & St. Andrews Bay	850,000	.....	.....	10,000.90	1,500,000	13,529.00	
*Atlantic Coast Line	144,882,970	144,882,970	.....	33,119.00	203,045,870	46,415.00		
Charlotte Harbor & Northern .....	.....	.....	.....	.....	2,000,000	34,014.00	
Florida Central	500,000	500,000	.....	10,615.00	550,000	11,676.00		
Florida East Coast	30,000,000	30,000,000	.....	51,417.00	33,000,000	56,558.00		
Florida West Shore	755,000	755,000	.....	11,436.00	1,255,000	19,009.00		
Florida Railway	238,709	238,709	.....	4,046.00	300,709	5,097.00		
*Georgia, Florida & Alabama	1,724,040	1,724,040	.....	9,243.00	2,074,040	11,120.00		
*Georgia & Florida	5,666,272	5,666,272	.....	19,951.00	14,041,372	49,441.00		
*Georgia Southern & Florida	6,923,000	6,923,000	.....	17,678.00	10,691,000	27,300.00		
Greenville Southern .....	.....	.....	.....	.....	10,800	2,160.00	
Jacksonville Terminal	500,000	500,000	.....	.....	700,000	.....		
Live Oak, Perry & Gulf	432,459	432,459	.....	5,339.00	1,032,459	12,746.00		
*Louisville & Nashville	155,374,557	155,374,557	.....	35,992.00	215,374,557	49,891.00		
Marianna & Blountstown .....	.....	.....	.....	.....	120,000	4,138.00	
Pensacola, Alabama & Tennessee	100,000	100,000	.....	.....	200,000	13,072.00	
Pensacola & Perdido	300,000	.....	.....	29,556.00	425,000	41,871.00	
Plant City, Arcadia & Gulf .....	.....	.....	.....	.....	200,000	10,593.00	
St. Johns River Terminal	1,200,000	1,200,000	.....	.....	1,300,000	.....		
Sanford & Everglades .....	.....	.....	.....	.....	50,000	8,772.00	
*Seaboard Air Line	128,292,000	128,292,000	.....	43,470.00	190,808,000	64,653.00		
South Georgia	194,000	194,000	.....	3,804.00	252,000	4,941.00		
Standard & Hernando .....	.....	.....	.....	.....	300,000	23,585.00	
Tampa & Jacksonville	480,000	480,000	.....	10,000.00	992,400	20,675.00		
Tampa Northern	1,182,000	1,182,000	.....	25,723.00	1,932,000	42,045.00		
Tallahassee, Perry & Southeastern	315,000	315,000	.....	8,112.00	622,500	16,031.00		
Tavares & Gulf	299,000	299,000	.....	9,450.00	549,000	17,351.00		

*Entire Line.

COMPARISON OF EARNINGS FROM OPERATION OF RAILROADS IN FLORIDA FOR THE TWO YEARS ENDING RESPECTIVELY JUNE 30, 1909, AND JUNE 30, 1910.

RAILROADS REPORTING.	OPERATING REVENUE.			
	Year Ending June 30, 1909.	Year Ending June 30, 1910.	Increase for Latter Year.	Decrease for Latter Year.
Apalachicola Northern	\$ 85,239.06	\$ 135,916.25	\$ 50,677.19	\$
Atlanta & St. Andrews Bay	111,322.55	154,697.85	43,375.30	.....
Atlantic Coast Line.....	6,387,292.13	7,238,976.25	851,684.12	.....
Charlotte Harbor & Northern.....	31,529.20	41,239.92	9,710.72	.....
Florida Central	28,842.36	33,102.63	4,260.27	.....
Florida East Coast.....	3,373,554.27	3,687,434.30	313,880.03	.....
†Florida West Shore.....	.....	32,251.51	.....	.....
Florida Railway	55,911.29	41,445.51	.....	14,465.78
Georgia, Florida & Alabama.....	401,761.73	417,756.58	15,994.85	.....
*Georgia & Florida.....	390,169.22	521,238.88	131,069.66	.....
Georgia Southern & Florida.....	395,241.91	472,395.84	77,153.93	.....
Jacksonville Terminal Co.....	.....	.....	.....	.....
Live Oak, Perry & Gulf.....	100,340.35	115,630.07	15,289.72	.....
Louisville & Nashville.....	1,481,145.04	1,658,071.18	176,926.14	.....
Pensacola, Alabama & Tennessee.....	17,885.22	21,688.48	3,803.26	.....
Pensacola & Perdido.....	31,749.42	37,782.12	6,032.70	.....
†Plant City, Arcadia & Gulf.....	.....	20,473.53	.....	.....
St. Johns River Terminal.....	25,235.93	37,593.17	12,357.24	.....
Seaboard Air Line.....	3,664,116.10	4,515,657.06	851,540.96	.....
South Georgia	69,253.39	74,966.90	5,713.51	.....
Standard & Hernando.....	133,666.59	102,896.26	.....	30,770.33
Tampa & Jacksonville.....	90,362.79	51,865.00	.....	38,497.79
Tampa Northern	111,140.10	156,101.86	44,961.76	.....
†Tallahassee, Perry & Southeastern.....	.....	5,865.66	.....	.....
Tavares & Gulf.....	20,542.63	28,170.75	7,628.12	.....

†For Four Months. *Entire Line.

COMPARISON OF EARNINGS FROM OPERATION OF RAILROADS IN FLORIDA FOR THE TWO YEARS ENDING RESPECTIVELY JUNE 30, 1909, AND JUNE 30, 1910.—Continued.

RAILROADS REPORTING.	OPERATING EXPENSES.			
	Year Ending June 30, 1909.	Year Ending June 30, 1910.	Increase for Latter Year.	Decrease for Latter Year.
Apalachicola Northern	\$ 67,926.64	\$ 100,177.02	\$ 32,250.38	\$.....
Atlanta & St. Andrews Bay	86,370.89	96,909.32	10,538.43	.....
Atlantic Coast Line.....	4,137,485.09	4,520,941.67	383,456.58	.....
Charlotte Harbor & Northern	69,937.05	83,761.38	13,824.33	.....
Florida Central	20,459.27	20,092.52	.....	366.75
Florida East Coast.....	2,163,216.45	2,205,812.87	42,596.42	.....
†Florida West Shore.....	.....	32,234.23	.....	.....
Florida Railway	49,198.99	38,016.03	.....	11,182.96
Georgia, Florida & Alabama.....	338,484.16	340,530.67	2,046.51	.....
*Georgia & Florida.....	304,365.56	407,850.93	103,485.37	.....
Georgia Southern & Florida	416,831.71	518,709.67	101,879.96	.....
Jacksonville Terminal Co.....	161,240.13	140,685.83	.....	20,554.30
Live Oak, Perry & Gulf.....	76,127.69	76,492.54	364.85	.....
Louisville & Nashville.....	952,573.13	1,410,577.80	458,004.67	.....
Pensacola, Alabama & Tennessee.....	10,030.44	12,446.16	2,415.72	.....
Pensacola & Perdido.....	11,013.20	14,574.95	3,561.75	.....
†Plant City, Arcadia & Gulf.....	.....	9,109.42	.....	.....
St. Johns River Terminal.....	126,283.38	134,604.33	8,320.95	.....
Seaboard Air Line.....	2,580,584.91	3,180,708.90	600,123.99	.....
South Georgia	59,116.87	62,557.29	3,440.42	.....
Standard & Hernando.....	102,232.38	93,012.81	.....	9,219.57
Tampa & Jacksonville.....	51,601.09	77,543.54	25,942.45	.....
Tampa Northern	72,560.39	92,422.59	19,862.20	.....
†Tallahassee, Perry & Southeastern.....	.....	1,373.14	.....	.....
Tavares & Gulf.....	20,091.43	23,634.75	3,543.32	.....

†For Four Months. *Entire Line.

INVESTMENT FOR NEW LINES OR EXTENSIONS AND ADDITIONS AND BETTERMENTS SINCE JUNE 30, 1907

RAILROADS REPORTING.	EXPENDITURES FOR ROAD.			
	New Lines or Extensions for Year Ending June 30, 1910.	Additions and Betterments for Year Ending June 30, 1910.	Total Expenditures, July 1, '07, to June 30, 1909.	Total Expenditures, July 1, '07, to June 30, 1910.
Apalachicola Northern	\$.....	\$.....	\$.....	\$.....
Atlanta & St. Andrews Bay.....	104,377.04	2,020,079.24	2,841,662.67	4,966,118.95
*Atlantic Coast Line.....	411,695.17	.....	2,623,525.74	3,035,220.91
Charlotte Harbor & Northern.....	1,155.00	3,125.34	536,201.96	540,482.30
*Florida Central	2,948,631.03	237,200.74	10,507,290.61	13,693,122.38
Florida East Coast.....	.....	503.75	10,733.14	11,236.89
Florida West Shore (S. A. L. Ry.).....	.....	398.93	5,002.53	5,401.31
Florida Railway	142,303.84	8,085.61	325,938.61	476,328.06
*Georgia, Florida & Alabama.....	.....	.....	.....	13,460,850.88
*Georgia & Florida.....	.....	.....	.....	193,053.64
Georgia Southern & Florida.....	.....	129,342.10	63,711.54	96,905.54
Jacksonville Terminal.....	.....	14,182.27	82,723.27	37,587.24
Live Oak, Perry & Gulf.....	.....	1,212.75	36,374.49	8,599,256.54
*Louisville & Nashville.....	2,421,250.98	1,303,369.39	4,874,636.17	.....
Marianna & Blountstown.....	145,910.31	.....	.....	.....
Pensacola, Alabama & Tennessee.....	.....	.....	.....	.....
Pensacola & Perdido.....	.....	2,244.65	.....	2,244.55
Plant City, Arcadia & Gulf.....	6,503.72	.....	28,469.02	34,972.74
St. Johns River Terminal.....	.....	.....	.....	78,751.24
Sanford & Everglades.....	42,685.26	.....	.....	42,685.26
*Seaboard Air Line.....	408,889.27	1,392,110.25	2,093,526.20	3,894,525.72
*South Georgia .....	.....	.....	90,932.62	90,932.62
Tampa & Jacksonville	10,687.33	32,400.17	27,824.34	70,911.84
Tampa Northern	52,333.58	.....	1,545,258.94	1,597,592.52
Tallahassee, Perry & S. E. (S.A.L. Ry.).....	.....	.....	.....	946.90
Tavares & Gulf .....	.....	57.56	.....	.....

*Entire Line.

INVESTMENT FOR NEW LINES OR EXTENSIONS AND ADDITIONS AND BETTERMENTS SINCE JUNE 30, 1907
(Continued.)

RAILROADS REPORTING.	Expenditures for Equipment July 1, 1907, to June 30, 1910.	General Expenditures, July 1, 1907, to June 30, 1910.	Total Expenditures, July 1, 1907, to June 30, 1910.
Apalachicola Northern	\$.....	\$.....	\$.....
Atlanta & St. Andrews Bay.....			
*Atlantic Coast Line	1,670,281.96	259,931.50	6,896,332.41
Charlotte Harbor & Northern.....	196,645.56	96,732.09	3,328,598.56
*Florida Central	19,036.32	59,066.00	618,584.62
Florida East Coast.....	8,762.91	1,961,552.99	15,663,438.28
Florida West Shore (S. A. L. Ry.).....			11,236.89
Florida Railway	570.56	1,438.29	7,410.31
*Georgia, Florida & Alabama.....		23,362.04	499,690.10
*Georgia & Florida.....	623,425.11		14,084,275.99
Georgia Southern & Florida.....	880,365.41		1,073,419.05
Jacksonville Terminal			96,905.54
Live Oak, Perry & Gulf.....	34,460.73		72,047.97
*Louisville & Nashville.....	3,330,141.88	25,353.35	11,954,752.27
Marianna & Blountstown.....	16,303.80	40.00	162,254.11
Pensacola, Alabama & Tennessee.....	3,632.66		3,632.66
Pensacola & Perdido.....	2,931.24		5,179.89
Plant City, Arcadia & Gulf.....			34,972.74
St. Johns River Terminal.....	11,886.97	9,000.00	99,638.21
Sanford & Everglades.....	2,971.27		45,656.53
*Seaboard Air Line.....	5,391,963.98	23,398.16	9,309,887.86
*South Georgia			90,932.62
Tampa & Jacksonville	17,087.72	265,750.00	353,749.56
Tampa Northern	311,425.18	178,687.91	2,087,705.61
Tallahassee, Perry & S. E. (S.A.L. Ry.).....		159.70	1,106.60
Tavares & Gulf	1,498.50		1,556.06

*Entire Line.

TOTAL INVESTMENT OF RAILROADS OPERATING IN FLORIDA.

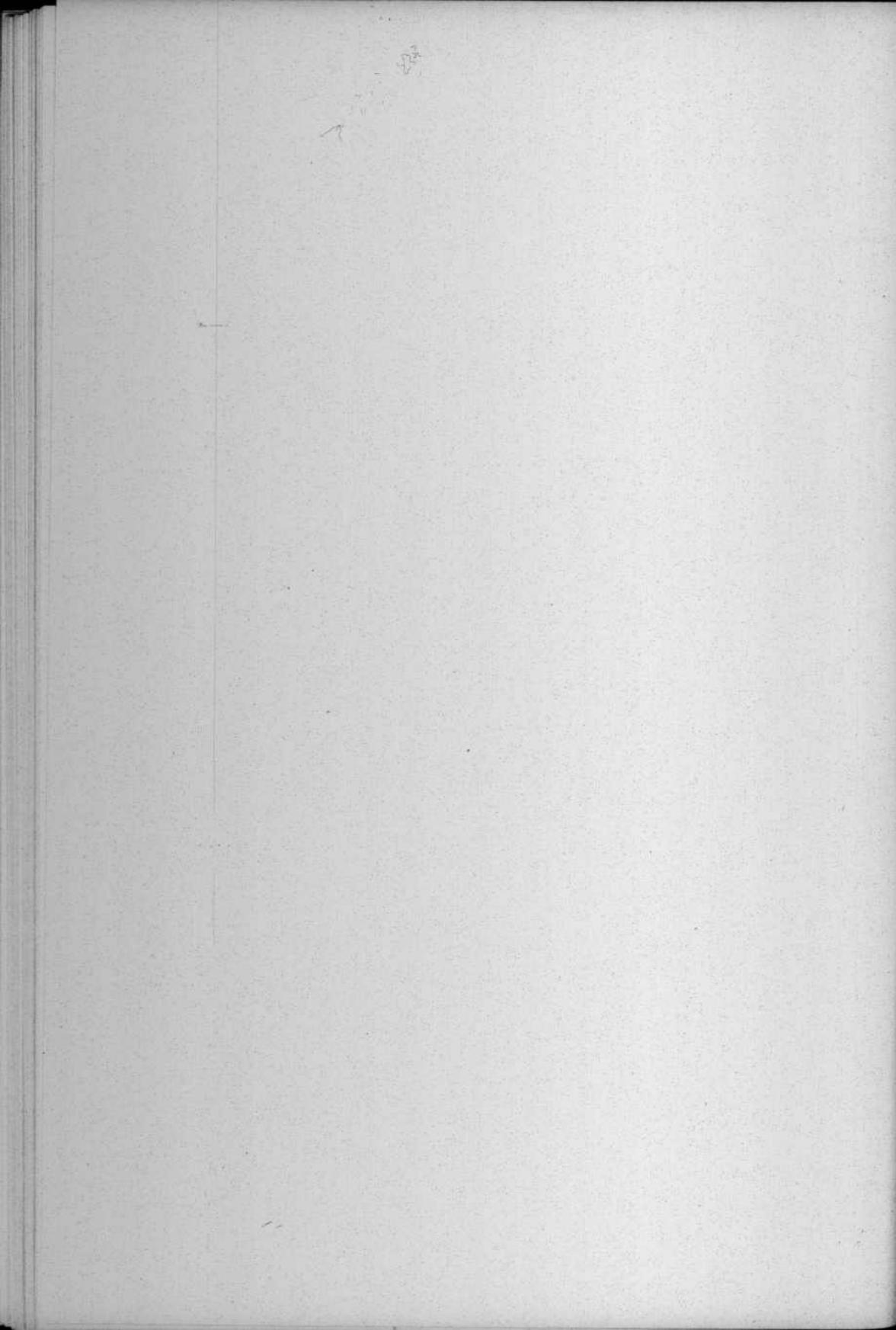
RAILROADS REPORTING.	Investment to June 30, 1907.		Investment. July 1, 1907, to June 30, 1910.	Total.
	Road.	Equipment.		
Apalachicola Northern	\$.....	\$.....	\$ 313,761.42	\$.....
Atlanta & St. Andrews Bay	1,220,685.55	109,875.36	114,762.00	1,445,322.91
*Atlantic Coast Line	119,477,049.75	27,179,532.72	6,896,332.41	153,552,914.88
Charlotte Harbor & Northern .....	.....	.....	3,231,866.47	3,231,866.47
Florida Central .....	.....	.....	448,941.39	448,941.39
Florida East Coast	13,146,948.57	2,627,001.09	15,663,438.28	31,437,387.94
Florida West Shore (S. A. L. Ry.)	1,290,366.70	.....	11,236.89	1,301,603.59
Florida Railway	364,603.12	32,180.08	7,410.31	404,193.51
*Georgia, Florida & Alabama	1,508,125.83	346,530.97	499,690.10	2,354,346.90
*Georgia & Florida	14,084,275.99	.....	.....	14,084,275.99
Georgia Southern & Florida	8,821,418.77	1,332,298.40	1,073,419.05	11,227,136.22
Jacksonville Terminal	538,869.21	25,212.70	96,905.54	660,987.45
Live Oak, Perry & Gulf	1,085,256.76	63,671.63	72,047.97	1,220,976.36
*Louisville & Nashville	139,471,007.11	36,072,004.83	11,954,752.27	187,497,764.21
Marianna & Blountstown .....	.....	.....	162,254.11	162,254.11
Pensacola, Alabama & Tennessee .....	.....	.....	.....	.....
Pensacola & Perdido .....	.....	.....	.....	.....
Plant City, Arcadia & Gulf (S.A.L. Ry.)	228,039.94	.....	34,972.74	263,012.68
St. Johns River Terminal .....	.....	.....	.....	1,178,117.80
Sanford & Everglades .....	.....	.....	45,656.53	45,656.53
*Seaboard Air Line	113,979,096.41	11,511,734.56	25,487,066.00	150,977,896.96
South Georgia	74,319.62	14,850.00	1,763.00	90,932.62
Standard & Hernando	133,725.40	154,452.04	37,045.90	325,223.34
Tampa Northern .....	.....	.....	1,909,017.70	1,909,017.70
Tallahassee, Perry & S. E. (S.A.L. Ry.)	726,972.50	.....	1,106.60	728,079.10
Tavares & Gulf .....	.....	.....	21,078.35	571,257.25

*Entire Line.

TOTAL INVESTMENT OF RAILROADS OPERATING IN FLORIDA.—Continued.

RAILROADS REPORTING.	Reserve for Accrued Depreciation.	Net Total.	Cost per Mile of Line.
Apalachicola Northern	\$.....	\$.....	\$.....
Atlanta & St. Andrews Bay	7,079,586.24	146,473,328.64	33,482.45
*Atlantic Coast Line.....	.....	3,231,866.47	32,448.46
Charlotte Harbor & Northern.....	548.29	448,393.10	13,254.30
Florida Central	261,265.95	31,176,121.99	53,432.26
Florida East Coast.....	.....	1,301,603.59	19,715.29
Florida West Shore (S. A. L. Ry.)	323.94	403,869.51	6,845.24
Florida Railway	55,537.42	2,298,809.48	12,321.00
*Georgia, Florida & Alabama.....	.....	14,084,275.99	49,592.52
*Georgia & Florida	727,125.20	10,500,011.02	26,812.42
Georgia Southern & Florida.....	5,564.09	655,423.36	.....
Jacksonville Terminal .....	.....	1,220,976.36	15,073.78
Live Oak, Perry & Gulf.....	16,370,586.73	171,127,177.48	45,250.31
*Louisville & Nashville.....	211.32	162,042.79	5,551.31
Marianna & Blountstown.....	.....	.....	8,000.00
Pensacola, Alabama & Tennessee.....	.....	.....	15,000.00
Pensacola & Perdido.....	.....	263,012.68	13,930.76
Plant City, Arcadia & Gulf (S.A.L. Ry.)	1,262.33	1,176,855.47	.....
St. Johns River Terminal.....	.....	45,656.53	8,010.00
Sanford & Everglades.....	797,962.87	150,179,934.09	50,886.72
*Seaboard Air Line.....	.....	90,932.62	7,577.71
South Georgia	45,730.35	279,492.99	21,972.71
Standard & Hernando.....	19,399.98	1,889,617.72	41,150.00
Tampa Northern .....	.....	728,079.10	18,750.43
Tallahassee, Perry & S. E. (S.A.L. Ry.) .....	.....	.....	18,054.90

*Entire Line.



ACCIDENTS DURING THE YEAR ENDING JUNE 30, 1910.

RAILROADS REPORTING.	Accidents Resulting from the Movements of Trains, Locomotives or Cars.												Accidents from Other Causes than Movements of Trains, Locomotives or Cars.			Total.					
	Railway Employees.																				
	Killed.	Injured.	Trainmen.	Killed.	Injured.	Switch Tenders, Crossing Tenders, Watchmen.	Stationmen	Shopmen.	Trackmen.	Telegraph Employees.	Other Employees.	Total	Passengers	Postal Clerks, Express Mes- sengers, Pull- man Employ- ees, Etc.	Other Persons.						
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Trespass- ing.	Not Trespass- ing.	Total.	Employees.	Others.	Total.	
Apalachicola Northern .....	...	1	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...
Atlanta & St. Andrews Bay	9	308	...	...	...	...	...	...	...	340	4	58	...	...	...	...	...	3	...	4
Atlantic Coast Line	2	14	2	...	...	...	...	...	...	17	2	11	...	...	...	...	...	297	32	717
Charlotte Harbor & Northern	3	3	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	1	1	2
Florida Central	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
Florida East Coast .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Florida West Shore .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Florida Railway .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Georgia, Florida & Alabama .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
Georgia Southern & Florida .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
Jacksonville Terminal .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Live Oak, Perry & Gulf	3	30	...	...	...	...	...	...	...	32	2	2	...	...	...	...	...	1	1	42
Louisville & Nashville .....	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	4
Marianna & Blountstown .....	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...
Pensacola, Alabama & Tennessee .....	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...
Pensacola & Perdido .....	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...
Plant City, Arcadia & Gulf .....	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...
St. Johns River Terminal .....	...	...	...	...	...	...	...	...	...	...	8	6	121	1	23	...	...	...	...	...
Seaboard Air Line	6	106	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	317
South Georgia .....	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...
Standard & Hernando .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tampa & Jacksonville .....	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...
Tampa Northern .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tallahassee, Perry & Southeastern	1	
Tavares & Gulf	
Total	29	521	7	94	1	15	1,173

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